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Applicant's name: Henri Duong

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Title of the invention: Back driving automatic brake system & Automatic braking system for equipping in all vehicles, airplanes, ships..

Name of Examiner: Robert A. Siconofli

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(E) Status of claims page(s): 1 page.

(F) Status of amendment page(s): 1 page.

(G) Summary of claimed subject matter page(s): 57 pages.

(H) Grounds of rejection to be reviewed on appeal page(s): 6 pages.

(I) Argument page(s): 50 pages.

(J) Claims appendix page(s): 10 pages.

(K) Evidence appendix page(s): "none".

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Applicant's name: Henri Duong

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and a Court/the Board

(D) Related appeals and interferences page(s): 1 page.

Appellant states that this Appeal Brief is related to Notices of Appeal filed on 04/11/08, 07/21/08 and 02/06/09 under Application no. 10/725,226 filing date: 12/01/2003.

(E) Status of claims page(s): 1 page.

Appellant states that claims 1-3 are pending and rejected, currently being appealed while claims 4-13 (withdrawn) were not entered in this application after final rejection and are not under appeal.

(F) Status of amendment page(s): 1 page.

Appellant states that the status of all amendments filed after the final rejection of 12/30/2005 so the after final amendments filed for claims 4-13 have not been entered by the examiner.

(G) Summary of claimed subject matter page(s): 57 pages.

CLAIMS

Claims 4-13 (withdrawn) were not entered in this application after final rejection and are not under appeal.

Claim 1

What I claim as my invention is: Detectable automatic braking system: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, connecting rod axis being fixed between center and rim of a round wheel, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D, and detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

Referring to the specification by page 2 line 3-5, page 12 line 11-16, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 8 line 1-9, drawing FIG. 19-20 and reference paragraph [0061]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of "detectable automatic braking system: an additional outlet device is built from original booster/master cylinder besides the brake-by-pedal one, this outlet possesses spring force to push its rod out before braking, the rod operates a connecting rod kit with roller & ball bearings, it is fixed at the border between center and rim of a round wheel which engages a right & left spinning motor with support spring. Radar(s) or sensor(s) is installed on/in motor-vehicle/transportation directing braking against obstacle on traveling way and

motor is turned off by switch prior to locking at device, then releasing is to be made by driver's button at back spin using spring force, of Extra outlet structure Duo-D. If a strong spring is equipped at extra outlet for back spin, a simple motor can be utilized with button releasing, and detectable automatic braking system is used installing for/in all kinds of engine/motor vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..”

Means as:

“Detectable automatic braking device/system” in its original fundamentals and among its wordings comprising: Detectable automatic braking device/system is installed in motor-vehicle/transportation having feature for applying brake by itself to halt motor-vehicle running on traveling way whenever it receives the detected result or sensed signal of its front and rear sensors/radars/operative devices detecting or sensing a physical property or an obstruction in detecting zone.

Elements and functional steps (1-51) as below:

- (1) Detectable automatic braking system:
- (2) extra outlet braking structure Duo-D for/of motor-vehicle/ transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) or detectable device(s) comprising equipped at/on front motor-vehicle/ transportation,
- (5) sensor(s)/radar(s)/detecting device(s) comprising being connected electrically to key contact,
- (6) sensor(s)/radar(s)/detecting device(s) comprising switched on “stand-by” by key contact,
- (7) key contact,
- (8) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (9) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/ transportation traveling on the way,
- (10) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to

braking unit,

(11) automatic braking unit,

(12) sensor(s)/radar(s)/detecting device(s) comprising once detecting obstruction and switching motor on braking,

(13) motor comprising having feature of applying brake itself by the detected result of sensor(s)/radar(s)/operative device(s),

(14) motor comprising installed having axis,

(15) round wheel comprising installed fixing with motor axis,

(16) connecting rod comprising being fixed axis between center and rim part of the round wheel,

(17) connecting rod comprising its end part being linked to an extra brake outlet rod,

(18) connecting rod,

(19) extra brake rod outlet,

(20) extra brake outlet rod comprising built from brake original booster/master cylinder,

(21) extra brake outlet rod comprising for automatic braking use,

(22) extra brake outlet rod comprising under inner spring force,

(23) connecting rod comprising rotated by motor pressing brake outlet for braking or releasing,

(24) a switch comprising installed for turning motor off prior to locking process,

(25) lock device,

(26) lock device comprising for locking to maintain braking,

(27) lock device comprising for locking the brake during braking operation,

(28) lock device comprising operating with a switch,

(29) lock device comprising to be unlocked releasing drawn by driver's button,

(30) driver's button/contact comprising for switching motor spin on releasing to unlock lock device,

(31) driver's button/contact,

(32) spring of brake outlet comprising installed springing rod out to initial position on brake releasing, or

(33) spring force comprising motor rewind spring at motor back spin on brake releasing,

- (34) motor rewind spring,
- (35) double rotating motor in use comprising one spin to brake, the other spin to release,
- (36) motor comprising being fixing supporting spring to support its braking movement,
- (37) supporting spring,
- (38) detectable automatic braking system comprising used installing for all kinds of motor-vehicles,
- (39) detectable automatic braking system comprising used installing for all kinds of engine vehicles,
- (40) detectable automatic braking system comprising used installing for all kinds of automobiles,
- (41) detectable automatic braking system comprising used installing for all kinds of cars,
- (42) detectable automatic braking system comprising used installing for all kinds of trucks,
- (43) detectable automatic braking system comprising used installing for all kinds of buses,
- (44) detectable automatic braking system comprising used installing for all kinds of vans,
- (45) detectable automatic braking system comprising used installing for all kinds of trains,
- (46) detectable automatic braking system comprising used installing for all kinds of tanks,
- (47) detectable automatic braking system comprising used installing for all kinds of motorcycles,
- (48) detectable automatic braking system comprising used installing for all kinds of airplanes,
- (49) detectable automatic braking system comprising used installing for all kinds of ships,
- (50) detectable automatic braking system comprising used installing for all kinds of operative ones, and
- (51) necessary parts.

Claim 1, Detectable automatic braking system:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

Referring to the specification by page 5 line 6-13, drawing FIG. 31 and reference paragraph [0052]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “radars or sensors are fixed on the top of front car or hidden part in its front at a position to avert direct lighting flashing on it from opposite running cars to maintain its proper functioning particularly at night time, radar(s) or sensor(s) is for equipping at rear car, it reacts to detect at near distance only if driver backs its car having the same function and electrical connection as car backing light. Once obstruction is detected, radar(s) reacts automatically to switch braking motor on to brake the car immediately to stop accident”.

Means as:

“Installation of radar/sensor/operative device” in its original fundamentals and among its wordings comprising: radars/sensors/operative devices are installed on/in motor-vehicle/transportation for front detecting/sensing at a distance on traveling way, whenever obstruction is detected, radar(s)/sensor(s) switches braking unit to perform braking for stopping traffic accident, and rear radar(s)/sensor(s) is equipped for front detecting/sensing at near distance only if driver backs his motor-vehicle under electrical connection of the backing light switch.

Elements and functional steps (1-16) as below:

- (1) sensor(s)/radar(s) or detectable device(s) comprising operative device(s),
- (2) sensor(s)/radar(s) or any operative device(s) for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising equipping in the front (top) of motor-vehicle,
- (4) sensor(s)/radar(s) or detectable device(s) comprising for front detecting at a distance on traveling way,
- (5) sensor(s)/radar(s) or detectable device(s) comprising for detecting between two vehicles or

obstruction on traveling way,

(6) sensor(s)/radar(s) or detectable device(s) comprising for detecting/sensing and responding by the detected result or sensed signal against a physical property or an obstruction,

(7) front radar(s)/sensor(s) of motor-vehicle comprising having facility to avert direct lighting flashing on it,

(8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking motor,

(9) automatic braking unit/motor,

(10) sensor(s)/radar(s) or detectable devices comprising equipping at/on its rear (top) part of motor-vehicle,

(11) rear radar(s)/sensor(s) of motor-vehicle comprising being connected electrically to backing light switch operating during backing,

(12) backing light switch,

(13) rear radar(s)/sensor(s) of motor-vehicle comprising for reacting detecting at near distance only if driver backing his motor-vehicle,

(14) radar(s)/sensor(s) reacting against obstruction comprising switching braking unit/motor on to brake motor-vehicle automatically to stop its running averting traffic accident,

(15) braking unit comprising having feature of applying brake itself reacted by the detected result of sensor(s)/radar(s) or operative devices(s), and

(16) necessary parts.

Claim 1, Detectable automatic braking system:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Referring to the specification by page 11 line 16-19 and reference paragraph [0075]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “an extra front radar should be equipped on/in motor vehicle detecting to sound sonorous signal lamp or recorded message to driver at the earliest among these radars once obstruction is detected by this radar, driver may lower motor-vehicle speed before automatic braking operates, of automatic voice sounding device”.

Means as:

“Automatic sounding device” in its original fundamentals and among its wordings comprising: an extra front radar is equipped in motor vehicle for front detecting and connecting device to sound sonorous signal lamp or recorded message to driver at the earliest among other radars once obstruction is detected by this radar on traveling way, driver may lower motor-vehicle speed before automatic braking operates.

Elements and functional steps (1-11) as below:

- (1) automatic voice sounding device:
- (2) automatic voice sounding device for/of motor-vehicle/transportation on traveling way,
- (3) a (third) radar/sensor comprising any similarity,
- (4) a (third) radar/sensor comprising for equipping in the front part of motor vehicle,
- (5) a (third) radar/sensor of motor vehicle comprising for front detecting at longest distance on traveling way,
- (6) a (third) radar/sensor of motor vehicle comprising being connected electrically to sonorous signal lamp device or recorded voice recorder,
- (7) sonorous signal lamp device comprising installed for sounding driver, or
- (8) recorded voice recorder comprising installed for speaking to driver,
- (9) a (third) radar/sensor among other radars in motor vehicle comprising once detecting an obstruction and sonorous signal lamp device or recorded voice recorder reacting to driver at the earliest,
- (10) driver comprising lowering motor-vehicle speed before automatic braking operating, and
- (11) necessary parts.

Claim 2

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring, of oval wheel structure Duo-H,

Referring to the specification by page 2 line 3-5, page 12 line 11-22, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 9 line 4-9, drawing FIG. 27-28 and reference paragraph [0065]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "Detectable automatic braking system is for equipping in all kinds of engine & motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others in which sensor(s)/radar(s) or detectable device(s) is installed on/in transportation to detect at a distance on traveling way and respond by the detected result against obstruction to automatic braking unit to perform automatic braking by itself automatically to stop traffic accident", including: once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the support spring motor of oval wheel on rotating to brake on pedal part or automatic brake pedal, the wheel has a bracket arm to blockade itself at motor iron bar, lock device locks its wheel after motor is turned off by switch during braking, driver's button is drawn to release and outer/inner rewind spring for back spin. If we use double spinning motor, contact is for releasing and a switch off is added to motor bar for back spin, of oval wheel structure Duo-H.

Means as:

“Detectable automatic braking device/system” in its original fundamentals and among its wordings comprising: Detectable automatic braking device/system is installed in motor-vehicle/transportation having feature of applying brake by itself to halt motor-vehicle running on traveling way whenever it receives the detected result or sensed signal of its front and rear sensors/radars/operative devices detecting or sensing a physical property or an obstruction in detecting zone.

Elements and functional steps (1-42) as below:

- (1) Detectable automatic braking system:
- (2) Detectable automatic braking system for/of motor-vehicle/transportation on traveling way,
- (3) Detectable automatic braking system comprising equipping in all kinds of engine & motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..,
- (4) sensor(s)/radar(s) or detectable devices comprising installed in motor vehicles/transportations for front and rear detecting,
- (5) sensor(s)/radar(s) comprising any operative device(s),
- (6) sensor(s)/radar(s) or detectable devices comprising being connected electrically to braking unit,
- (7) automatic braking unit,
- (8) sensor(s)/radar(s) or detectable devices comprising using to detect and to respond by detected result to braking unit to perform automatic braking action,
- (9) sensor(s)/radar(s) any operative device(s) comprising made as a button/switch,
- (10) sensor(s)/radar(s) any operative device(s) comprising button/switch using with sensor(s)/radar(s),
- (11) button/switch comprising using a switch-button being on by pressing or off by releasing spring automatically for manual releasing process,
- (12) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing as for automatic releasing process,
- (13) oval wheel structure Duo-H:

- (14) oval wheel braking structure Duo-H for/of motor-vehicle/transportation on traveling way,
- (15) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (16) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (17) key contact,
- (18) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (19) sensor(s)/radar(s) or detectable device(s) comprising front detecting free and motor-vehicle/transportation traveling on the way,
- (20) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (21) automatic braking unit,
- (22) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (23) motor comprising being fixed with support springs supporting braking movement,
- (24) support springs,
- (25) motor comprising being turned off by a switch prior to locking,
- (26) switch,
- (27) motor comprising equipped with oval wheel,
- (28) oval wheel of motor comprising rotating pressing on pedal or automatic brake pedal to brake,
- (29) oval wheel comprising installed having a bracket arm,
- (30) motor comprising having an iron bar,
- (31) pedal comprising for braking use, or
- (32) automatic brake pedal comprising for braking use,
- (33) oval wheel comprising positioning at motor iron bar by bracket arm prior to braking,
- (34) oval wheel comprising locked by lock device during braking,
- (35) brake comprising released by driver's button and rewind spring of motor,
- (36) driver's button/contact,
- (37) rewind spring of motor,
- (38) driver's button/contact comprising drawing to unlock lock device and spring force

releasing,

(39) spring of force comprising motor rewind spring, or

(40) double rotating motor,

(41) double rotating motor comprising for releasing at back spin or with an off-switch, and

(42) necessary parts.

Claim 2, Detectable automatic braking system:

comprising once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

Referring to the specification by page 10 line 1-4 and reference paragraph [0069]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically reacting both operating of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detects free, of automatic releasing process”.

Means as:

“Automatic releasing process” in its original fundamentals and among its wordings comprising: automatic releasing unit is installed for releasing the brake by unlocking lock device by as cable drawing by mini-motor wheel switched by sensor(s)/radar(s) switch or driver’s switch button releasing the brake under spring force automatically or manually just after sensor(s)/radar(s) detects free.

Elements and functional steps (1-20) as below:

- (1) automatic releasing process/device:
- (2) automatic releasing process/device for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s)/detectable device(s) comprising operative device(s),
- (4) sensor(s)/radar(s) or detectable device(s) comprising any detecting,
- (5) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (6) sensor(s)/radar(s) comprising detecting an obstruction and switching motor on for braking,
- (7) sensor(s)/radar(s) or detectable device(s) comprising switching on both operating of motor braking and pressing button standby of mini-motor,
- (8) automatic braking motor comprising installed for rotating to brake,
- (9) mini-motor,
- (10) sensor(s)/radar(s) comprising switching mini-motor on for drawing by cable to unlock lock device on releasing brake during which sensor(s)/radar(s) just detecting free,
- (11) sensor(s)/radar(s) detecting free comprising sensor(s)/radar(s) detecting without obstacle,
- (12) sensor(s)/radar(s) just detecting free comprising after braking operation,
- (13) button/switch of sensor(s)/radar(s)/mini-motor comprising being installed,
- (14) button/switch of mini-motor comprising being pressed standby for turning mini-motor on releasing,
- (15) button/switch comprising using a switch-button being on by pressing or off by releasing spring automatically for manual releasing device,
- (16) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing for automatic releasing device,
- (17) mini-motor for rotating to draw lock device comprising resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free,
- (18) automatic releasing brake comprising for replacing brake releasing of driver's button/contact,
- (19) lock device, and
- (20) necessary parts.

Claim 2, Detectable automatic braking system:

comprising brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite side of rod, of lock device,

Referring to the specification by page 9 line 20-26, drawing FIG. 9, 20, 38 and reference paragraph [0068]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of “brake motor is fixed between supporting springs in which appropriate motor is used rotating to brake at a speed efficiently fast to halt transportation/motor-vehicle running, if motor spinning at both sides is used: one spin side to brake and the other side to release at low speed replacing spring force, switch turns brake motor off prior to braking and locking by lock device, and lock device: it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being locked in it and one end of rod linked to cable to be released by drawing, of lock device”.

Means as:

“Braking motor and lock device” in its original fundamentals and among its wordings comprising: lock device is installed for locking firmly the brake or its relating part to maintain braking during which automatic braking is operating just after switch turns brake motor off, and braking unit/electric motor is fixed between supporting springs for rotating speedily with a braking object to apply brake against pedal to halt transportation/motor-vehicle running.

Elements and functional steps (1-15) as below:

- (1) brake motor comprising being fixed between supporting springs,
- (2) brake motor, switch, lock device for/of motor-vehicle/transportation on traveling way,
- (3) supporting springs,
- (4) supporting springs comprising for fixing motor supporting its braking movement,
- (5) motor of appropriate speed,
- (6) motor comprising for rotating to brake speedily to halt transportation/motor-vehicle running,
- (7) motor spinning at both sides comprising motor of spin at right and left sides,
- (8) motor of both sides comprising one spin to brake and the other to release at low speed replacing spring force,
- (9) switch,
- (10) switch comprising for turning brake motor off prior to braking,
- (11) lock device comprising installed for locking to maintain braking effect,
- (12) lock device comprising having a bar/rod of spring force,
- (13) bar/rod with spring comprising for pushing it outward and pressing inward for locking anything passing in it,
- (14) bar/rod with spring comprising its end of rod linked to cable by drawing on releasing, and
- (15) necessary parts.

Claim 2, Detectable automatic braking system:

comprising automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

Referring to the specification by page 11 line 6-11, drawing FIG. 42 and reference paragraph [0074]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “automatic water switch is installed to be connected by raining water in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping transportation/motor-vehicle running on wet when it rains to turn radar on in which the plastic box/container has a level outlet let water flow down. The wind will blow drying water to extinguish the function of radar after raining is over”.

Means as:

“Automatic water switch” in its original fundamentals and among its wordings comprising: automatic water switch is for stopping transportation/motor-vehicle running sooner on wet against obstacle on traveling way during raining under connection of raining water for conducting electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit.

Elements and functional steps (1-9) as below:

- (1) automatic water switch:
- (2) automatic water switch for/of motor-vehicle/transportation on traveling way,
- (3) an open box/container having a level outlet comprising in which electric wires to be conducted by raining water,
- (4) electric wires comprising installed for conducting second front sensor/radar and automatic braking unit in connection,
- (5) sensor/radar of transportation/motor-vehicle comprising installed for front detecting at longer distance on traveling way,
- (6) automatic braking unit comprising installed braking by itself,
- (7) a level outlet of the plastic box/container comprising installed for letting water flow down once in full,
- (8) the wind blowing to dry water to extinguish the function of radar after raining over, and
- (9) necessary parts.

Claim 2, Detectable automatic braking system:

comprising once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar in which a revert timer being installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

Referring to the specification by page 11 line 20-25 and reference paragraph [0076]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, the third sensor/radar of motor-vehicle/transportation automatically reacts both motor braking to brake to lower transportation speed safely at a longer distance and mini-motor drawing to unlock lock device releasing while radar(s)/sensor(s) detects free, or a second braking unit without lock is used for third sensor/radar in which a revert timer is installed to switch third sensor/radar off for certain minutes letting motor-vehicles approach closer during heavy traffic, of automatic lower speed system”.

Means as:

“Automatic lower speed system” in its original fundamentals and among its wordings comprising: automatic lower speed system is for lowering motor-vehicle speed safely under connection of third front sensor(s)/radar(s)/detectable device(s) which detects at longest distance and reacts against obstruction to switch automatic braking unit to apply automatic braking on traveling way, brake is released while radar(s)/sensor(s) detects free, and a revert timer is for letting motor-vehicle approach closer during heavy traffic.

Elements and functional steps (1-24) as below:

- (1) automatic lower speed system:
- (2) automatic lower speed system for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) third sensor(s)/radar(s) of motor-vehicle/transportation comprising for front detecting at longest distance on traveling way,
- (5) sensor(s)/radar(s) using as a button/switch comprising extra button/switch of sensor(s)/radar(s),
- (6) motor comprising as a braking motor,
- (7) mini-motor comprising as a releasing motor,
- (8) sensor(s)/radar(s) or detectable device(s) comprising detecting an obstacle on traveling way and switching braking motor on braking,
- (9) sensor(s)/radar(s) using as a button/switch comprising switching motor on braking whenever sensor(s)/radar(s) detecting an obstacle,
- (10) sensor(s)/radar(s) using as a button/switch comprising switching the braking motor off whenever it detecting free,
- (11) sensor(s)/radar(s) or detectable device(s) comprising front detecting free and motor-vehicle/transportation traveling on the way,
- (12) sensor(s)/radar(s) or detectable device(s) comprising just detecting free and switching mini-motor on rotating to draw to unlock lock device releasing brake,
- (13) cable,
- (14) lock device,
- (15) sensor(s)/radar(s) using as a button/switch comprising switching mini-motor on releasing brake, whenever sensor(s)/radar(s) just detecting free,
- (16) mini-motor comprising installed for drawing to unlock lock device releasing brake,
- (17) mini-motor releasing brake comprising radar(s) detecting without obstacle,
- (18) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing as for automatic releasing device,
- (19) third sensor(s)/radar(s) or detectable device(s) comprising detecting an obstacle and operating both motor braking to brake to lower motor-vehicle speed safely at a longer

- distance and mini-motor drawing to unlock lock device releasing brake while radar(s)/ sensor(s) detecting free, or
- (20) a second braking unit without lock,
 - (21) a second braking unit without lock comprising for interacting with third front sensor/ radar,
 - (22) a revert timer comprising installed for turning third sensor/radar off for certain moment,
 - (23) a revert timer comprising for switching third sensor/radar off letting motor-vehicle approach closer during heavy traffic, and
 - (24) necessary parts.

Claim 2, Detectable automatic braking system:

comprising color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off", driver being able to switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

Referring to the specification by page 11 line 1-5, drawing FIG. 32, 34 and reference paragraph [0073]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "Red or yellow sonorous signal lamp/message recorder is "on" showing to driver while entire system is "off". Driver may switch off the entire system by driver's contact (J2b) to (J2a) when necessary or driver finds impossible to balance his car on ice-covered road in winter snow if braking operates, a thermostat should so be installed to disconnect yellow signal lamp/message recorder, of automatic safety system".

Means as:

“Automatic safety system” in its original fundamentals and among its wordings comprising: automatic safety system is to prove Detectable automatic braking system is in operation in one’s motor-vehicle/transportation in which color sonorous signal lamp/message recorder is "on" showing to driver while entire system is "off" in electric installation.

Elements and functional steps (1-11) as below:

- (1) automatic safety system:
- (2) automatic safety system for/of motor-vehicle/transportation on traveling way,
- (3) color signal sonorous lamp or recorded message recorder,
- (4) color signal sonorous lamp/recorded message recorder comprising being connected for sounding driver,
- (5) entire braking system,
- (6) color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”,
- (7) contact/switch comprising installed for switching system on/off,
- (8) contact comprising for driver to switch the entire system off when necessary,
- (9) thermostat comprising installed for reacting to operate by temperature of climate,
- (10) a thermostat comprising installed for disconnecting color signal sonorous lamp/message recorder in winter snow, and
- (11) necessary parts.

Claim 2, Detectable automatic braking system:

comprising braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect: using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any

other objects with same effect, using sensors or any other wire/wireless detectable devices: radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

Referring to the specification by page 10 line 9-27, drawing FIG. 35-40 and reference paragraph [0071], [0072]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of “the entire braking structures can be modified by pulling to brake instead of pushing actions to the same effect, braking motor may be equipped at any position to brake against new pedal from (L1 to L9 on FIG. 36) and (L10 to L14 on FIG. 37) provided it is covered safely as rubber boot (K4 or covers K2 and K3) under pedal (K1) for safe protection under automatic braking movement of (FIG. 35) and [0071]. Braking motor can well be placed to brake against additional outlet braking rod besides original booster/master cylinder one in a choice of up to eight positions: (L15 to L22 FIG. 38). Furthermore, (FIG. 39 and FIG. 40) provide 15 types of automatic braking pedal from (L23 to L37) for proper automatic braking use without causing the movement of vehicle pedal (L) shown on (FIG. 39). Braking is used their main parts or movement of any other equipments, instruments having braking effect: as using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and others, braking objects include wheels, spindle, axis, rod, oscillator moving frame, bracket drive and/or any other objects with same effect, using sensors or any other wire/wireless detectable devices as radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras, others, having heating effect against snow, parts and accessories.”

Means as:

Automatic brake pedal/pedal or extra brake rod outlet is for automatic braking use, braking movement can be made by any movement of force or energy, braking object is among

any objects producing braking result, detectable device of wire/wireless is for detecting/sensing and responding by detected result, and parts are to interact for constructing an operative device.

Elements and functional steps (1-46) as below:

- (1) braking by pressing or pulling function,
- (2) braking by pressing or pulling in/of motor-vehicle/transportation using on traveling way,
- (3) braking comprising by pressing on braking part,
- (4) braking comprising by pulling braking part,
- (5) new pedal,
- (6) new pedal comprising any operative pedal installed usable for braking,
- (7) rubber boot comprising installed for protection of pedal movement,
- (8) safety covers comprising installed for protection of pedal movement,
- (9) braking position,
- (10) braking position comprising any position for performing braking,
- (11) extra brake outlet comprising installed for braking,
- (12) extra brake rod outlet comprising being created additionally besides original booster/master cylinder one,
- (13) automatic braking pedal,
- (14) automatic braking pedal comprising having the same axis of pedal and automatic braking pedal without causing movement of each other,
- (15) braking comprising being used with any equipments or instruments having braking effect,
- (16) motor comprising using as movement for braking,
- (17) air comprising using as movement of force for braking,
- (18) wind comprising using as movement of force for braking,
- (19) spring comprising using as movement for braking,
- (20) energy comprising using as movement for braking,
- (21) air hydraulic/oxygen (unit) comprising using as movement for braking,
- (22) air/liquid pump comprising using as movement for braking,

- (23) induction coil comprising using as movement for braking,
- (24) any operative way comprising using as movement for braking,
- (25) cylinder as nut & piston as bolt comprising as braking object,
- (26) anything comprising as braking object against braking part to brake,
- (27) wheel comprising as braking object,
- (28) spindle comprising as braking object,
- (29) axis comprising as braking object,
- (30) rod comprising as braking object,
- (31) oscillator moving frame connecting engine pulley comprising as braking object to brake,
- (32) bracket drive comprising as braking object, and/or
- (33) any operative object(s) comprising as braking object,
- (34) radar comprising as detectable device,
- (35) sensor comprising as detectable device,
- (36) detectable device comprising any operative device,
- (37) infrared (detector) lenses comprising as detectable device,
- (38) detector comprising as detectable device,
- (39) electronic eyes comprising as detectable device,
- (40) lighting sensor comprising as detectable device,
- (41) motion sensor detector comprising as detectable device,
- (42) sensor video camera comprising as detectable device,
- (43) any other operative one comprising as detectable device,
- (44) wire/wireless comprising wire/wireless electric connection,
- (45) protecting means for detectable device comprising having heating effect against snow,
and
- (46) accessories and necessary parts.

Claim 2, Detectable automatic braking system:

comprising equipping with one(s) of the following among braking units comprising:
detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

Referring to the specification by page 5 line 22-26, page 6 line 1-4 drawing FIG. 1-2, 32 and reference paragraph [0054]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, motor is turned off prior to locking and braking locked by iron switches of motor to its inner triangle wheel, brake is to be released by switch device and spring force, of triangle wheel structure”,

Means as:

“Triangle wheel structure of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it has feature of switching motor of triangle wheel as braking object on to brake on pedal part to stop traffic accident, switch has feature of turning motor off and braking is locked having feature by iron switches of motor to its inner triangle wheel, brake is to be released by automatic releasing process or driver’s switch/contact and spring force.

Elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system of triangle wheel structure,
- (2) triangle wheel braking structure for/of motor-vehicle/transportation on traveling way,

- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/ transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising equipping with triangle wheel,
- (12) triangle wheel,
- (13) triangle wheel comprising a ball bearing with pin fixed firmly at the surface of wheel nearby its flat part corner,
- (14) ball bearing with pin,
- (15) triangle wheel comprising where a spring being fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake,
- (16) a spring,
- (17) a moving ball,
- (18) frame,
- (19) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,
- (20) pedal or automatic brake pedal comprising for braking use,
- (21) motor comprising being fixed with support springs supporting braking movement,
- (22) support springs,
- (23) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (24) arm of motor,
- (25) iron switches,

- (26) iron switches inside motor comprising for turning motor off prior to locking at edge points of an inner triangle wheel,
- (27) inner triangle wheel comprising locked by iron switch,
- (28) brake comprising released by driver's button/switch (J2c or J2e) and spring force,
- (29) driver's button/contact,
- (30) spring of force,
- (31) driver's button/contact comprising for switching motor spin releasing brake, and
- (32) necessary parts.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

Referring to the specification by page 6 line 5-11, drawing FIG. 3-5 and reference paragraph [0055]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking is locked by lock device of motor to bracket arm of triangle wheel after motor is turned off by switch, brake is to be released by driver's button rotating wheel to iron bar blockaded at wheel bracket and spring force, of triangle wheel structure-Duo".

Means as:

“Triangle wheel structure-Duo of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it has feature of switching motor of triangle wheel as braking object on to brake on pedal part to stop traffic accident, switch has feature of turning motor off and braking is locked having feature by lock device of motor to bracket arm of triangle wheel, brake is to be released by automatic releasing process or driver’s switch/contact and spring force.

Elements and functional steps (1-33) as below:

- (1) Detectable automatic braking system:
- (2) triangle wheel braking structure-Duo for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising being equipped with triangle wheel,
- (13) triangle wheel having bracket arm,
- (14) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,

- (15) pedal or automatic brake pedal comprising for braking use,
- (16) two support springs,
- (17) motor comprising being fixed with support springs supporting its movement during braking,
- (18) a frame comprising for fixing a braking motor on it,
- (19) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (20) motor comprising being linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin,
- (21) spring,
- (22) ball bearing,
- (23) motor comprising being turned off by switch prior to locking,
- (24) switch,
- (25) lock device,
- (26) braking locked by lock device of motor to bracket arm of triangle wheel,
- (27) lock device comprising for locking to maintain braking,
- (28) motor having iron bar and ending arm,
- (29) brake comprising released by driver's button/switch (J2d) and spring force, and
- (30) driver's button/switch,
- (31) spring of force,
- (32) driver's button comprising for switching motor spin and/or drawing to unlock lock device releasing brake, and
- (33) necessary parts.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's

button and rewind spring or using double spinning motor, of triangle wheel structure-Du,

Referring to the specification by page 6 line 12-19, drawing FIG. 6-10 and reference paragraph [0056]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking is locked by lock device of motor to bracket arm of wheel after motor is turned off by switch, brake is to be released by driver’s button rotating to blockade wheel arm to motor bar and rewind spring or using double spinning motor, of triangle wheel structure-Du”.

Means as:

“Triangle wheel structure-Du of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it has feature of switching motor of triangle wheel as braking object on to brake on pedal part to stop traffic accident, switch has feature of turning motor off and braking is locked having feature by lock device of motor to bracket arm of triangle wheel, brake is to be released by automatic releasing process or driver’s switch/contact and spring force.

Elements and functional steps (1-31) as below:

(comprising referring to the disclosed basis, specification, claim and drawing)

- (1) Detectable automatic braking system:
- (2) triangle wheel braking structure-Du for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),

- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising being equipped with triangle wheel,
- (12) triangle wheel having bracket arm,
- (13) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,
- (14) pedal or automatic brake pedal comprising for braking use,
- (15) motor comprising being fixed with support springs supporting braking movement,
- (16) support springs,
- (17) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (18) arm of motor,
- (19) frame comprising for fixing a braking motor on it,
- (20) motor comprising being turned off by switch prior to locking,
- (21) switch,
- (22) lock device,
- (23) braking locked by lock device of motor to bracket arm of triangle wheel,
- (24) brake comprising cable drawn releasing by driver's button/switch (J2d) and rewind spring,
- (25) driver's button,
- (26) rewind spring of motor,
- (27) brake releasing comprising motor rotating back to blockade wheel arm to motor bar
- (28) motor having bar,

- (29) or double spinning motor in use,
- (30) double spinning motor releasing comprising for replacing rewind spring, and
- (31) necessary parts.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

Referring to the specification by page 6 line 20-27, page 7 line 1, drawing FIG. 11-12 and reference paragraph [0057]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking is locked by lock device of motor to bracket arm of wheel after motor is turned off by switch, brake is to be released by driver's button and rewind spring for back spin or using double spinning motor, of round wheel structure Duo-A".

Means as:

"Round wheel structure Duo-A of detectable automatic braking system" in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever

detecting/sensing a physical property, it turns on motor whose axis has feature of fixing between center and rim of a round wheel as braking object to brake on pedal part to stop traffic accident, switch has feature of turning motor off and braking is locked having feature by lock device of motor to bracket arm of triangle wheel, brake is to be released by automatic releasing process or driver's switch/contact and spring force.

Elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) round wheel braking structure Duo-A for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor axis comprising fixing between center and rim of a round wheel,
- (13) a round wheel comprising having bracket arm,
- (14) a round wheel of motor comprising rotating at wheel summit pushing on pedal part to brake,
- (15) pedal part or automatic braking pedal,
- (16) motor comprising being fixed with support springs supporting braking movement,
- (17) support springs,
- (18) motor comprising linked with arm at its end to frame letting motor moving at its specific

position,

(19) arm of motor,

(20) a frame comprising for fixing a braking motor on it,

(21) motor comprising being turned off by switch prior to locking,

(22) switch,

(23) lock device,

(24) lock device comprising for locking to maintain braking,

(25) braking comprising locked by lock device of motor to bracket arm of wheel,

(26) brake comprising cable drawn releasing by driver's button/switch (J2d) and rewind spring, or

(27) driver's button comprising installed for switching motor spin and/or drawing to unlock lock device,

(28) motor rewind spring,

(29) double spinning motor comprising installed having an off switch,

(30) double spinning motor comprising releasing for replacing rewind spring,

(31) double spinning motor comprising one spin to brake and the other spin to release by driver's button (J2e) rotating motor wheel to a switch being turned off, and

(32) necessary parts.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

Referring to the specification by page 7 line 2-10, drawing FIG. 13-14 and reference paragraph [0058]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor whose axis is fixed between center and rim of a round wheel rotating at wheel summit spin pushing on pedal part to brake, braking is locked by lock devices of motor to its inner wheel after motor is turned off prior to locking, brake is to be released by driver’s contact and spring force, of round wheel structure Duo-a”.

Means as:

“Round wheel structure Duo-a of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns on motor whose axis has feature of fixing between center and rim of a round wheel as braking object to brake on pedal part to stop traffic accident, switch turns motor off and braking is locked by lock device of motor to bracket arm of triangle wheel, brake is to be released having feature by automatic releasing process or driver’s switch/contact and having feature of spring force.

Elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) round wheel braking structure Duo-a for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to

braking unit,

(9) automatic braking unit,

(10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,

(11) motor axis comprising fixing between center and rim of a round wheel,

(12) motor,

(13) a round wheel,

(14) a round wheel comprising where a ball bearing with pin being fixed firmly at the surface edge of round wheel,

(15) a ball bearing with pin,

(16) a round wheel comprising where a spring being fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake as spring force,

(17) a spring,

(18) a moving ball with pin comprising for holding spring at movement,

(19) motor frame,

(20) a round wheel of motor comprising rotating at wheel summit spin pushing on pedal part to brake,

(21) pedal part or automatic braking pedal,

(22) motor comprising being fixed with support springs supporting braking movement,

(23) support springs,

(24) motor comprising being turned off by switch prior to locking,

(25) switch,

(26) lock device(s),

(27) lock device comprising for locking to maintain braking,

(28) braking comprising locked by lock device(s) of motor to its inner wheel,

(29) inner wheel comprising having first/second line of two holes each,

(30) lock devices comprising for locking at either first line or second line of two holes of inner wheel based on motor rotating at off speed,

(31) brake comprising released by driver's button/switch switching motor spin and/or drawing to unlock lock device and spring force, and

(32) spring comprising for drawing at position.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor: its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

Referring to the specification by page 7 line 11-18, drawing FIG. 15-16 and reference paragraph [0059]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on moving in its frame with its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, switch turns motor off, braking is locked by lock device, to be released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B".

Means as:

"Screw & unscrew structure Duo-B of detectable automatic braking system" in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns motor on having feature of moving in its frame with its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake to stop traffic accident, switch turns motor off and braking is locked by lock device, brake is to be released by automatic releasing process or driver's switch/contact

and having feature of slotted spindle spring force or spring linked to frame.

Elements and functional steps (1-29) as below:

- (1) Detectable automatic braking system:
- (2) screw & unscrew braking structure Duo-B for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising being installed fixing with a toothed spindle,
- (12) a toothed spindle,
- (13) toothed spindle of motor comprising engaging through gear-nut of frame screwing out pressing on pedal part to brake,
- (14) gear-nut of frame of supporting springs,
- (15) supporting springs,
- (16) gear-nut frame comprising for motor with spindle moving on it,
- (17) pedal or automatic brake pedal comprising for braking use,
- (18) switch,
- (19) switch comprising for turning motor turned off prior to locking,
- (20) lock device comprising for locking to maintain braking,
- (21) braking comprising locked by lock device,
- (22) driver's button comprising for switching motor spin and/or drawing to unlock lock

device,

(23) driver's button,

(24) spring,

(25) brake comprising to be released by driver's button (J2d) and spring force,

(26) spring force comprising spindle slots into spring before inserting to gear-nut, or

(27) spring force comprising motor ending spring being linked to frame, or

(28) double rotating motor being used comprising one spin to brake, the other spin to release,
and

(29) driver's contact (J2e) comprising for releasing double rotating motor or with a switch for turning motor off.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

Referring to the specification by page 7 line 19-27, drawing FIG. 17-18 and reference paragraph [0060]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on, its axis with grooved end part engaging a tube outlet of frame rotated by a gear of motor, moving axis pressing on pedal part to brake, switch turns motor off prior to locking, braking is locked by lock device, to be released by driver's button and rewind spring or spring linking at end axis to the frame, of axis-gear structure Duo-C".

Means as:

“Axis-gear structure Duo-C of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns on motor whose axis having feature with grooved end part engaging a tube outlet of frame rotated by a gear of motor, moving axis pressing on pedal part to brake to stop traffic accident, switch turns motor off and braking is locked by lock device, brake is to be released by automatic releasing process or driver’s switch/contact and having feature of rewind spring or spring linking at end axis to the frame.

Elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) axis-gear braking structure Duo-C for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (10) automatic braking motor/unit,
- (11) axis with grooved end part through a frame tube outlet comprising for braking to press on pedal part,
- (12) axis with grooved end part,
- (13) a frame tube outlet,
- (14) pedal part or automatic braking pedal,
- (15) axis with grooved end part rotated by a gear of motor,

- (16) gear of motor,
- (17) motor,
- (18) motor comprising installed between supporting springs supporting on braking movement,
- (19) supporting springs,
- (20) switch,
- (21) switch comprising for turning motor turned off prior to locking,
- (22) lock device comprising installed for locking to maintain braking,
- (23) braking comprising locked by lock device,
- (24) driver's button,
- (25) driver's button comprising for switching motor spin and/or drawing to unlock lock device,
- (26) brake comprising to be released by driver's button (J2d) and spring force,
- (27) spring,
- (28) spring of force comprising motor rewind spring at back spin,
- (29) spring of force comprising spring linking at end axis to the frame,
- (30) spring of force comprising rewind spring of automatic brake pedal, or
- (31) double rotating motor in use comprising one spin to brake, the other spin to release, and
- (32) driver's contact (J2e) to release brake of double rotating motor at back spin with a switch for turning motor off.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame on which an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel which centered to ball bearing, the wheel pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

Referring to the specification by page 8 line 10-17, drawing FIG. 21-22 and reference

paragraph [0062]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically reacting oscillator moving the frame forward or backward for braking or releasing, where the frame composes of an extra brake outlet rod with hose linking roller pin to a connecting rod kit in air releasing spring unit rotating a wheel centered to ball bearing, the wheel presses to connect or draws to disconnect to/from a rubber cover wheel manufactured as a part of double pulley rotated by car engine for braking to replace a motor, braking is locked by lock device, to be released by driver’s contact, of moving frame structure Duo-E”.

Means as:

“Moving frame structure Duo-E” of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it reacts oscillator having feature of moving the frame forward or backward for braking or releasing, the frame having feature of including an extra brake outlet rod with hose, linking roller pin to a connecting rod kit in air releasing spring unit linking a pin roller to center and rim part of a wheel which centered to ball bearing in the frame, the wheel has feature of pressing to connect or drawing to disconnect to/from a rubber cover wheel manufactured as a part of double pulley rotated by car engine for braking to replace a motor, braking is locked by lock device, brake is to be released by automatic releasing process or driver’s switch/contact and spring force of extra brake outlet.

Elements and functional steps (1-34) as below:

- (1) Detectable automatic braking system:
- (2) moving frame braking structure Duo-E for/of motor-vehicle/transportation on traveling way,

- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and reacting oscillator/a reacting motor moving the frame on braking,
- (11) oscillator comprising the reacting motor/similarity,
- (12) a frame,
- (13) a frame comprising where an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel centered to ball bearing in the frame,
- (14) an extra outlet with fluid hose,
- (15) hose comprising for moving adaptation,
- (16) an extra rod outlet comprising with inner spring,
- (17) connecting rod kit in air releasing spring unit,
- (18) connecting rod kit in air releasing spring unit comprising head part linking roller pin to rod of extra outlet,
- (19) connecting rod kit in air releasing spring unit comprising end part linking roller pin to fix on flat part between center and rim of a round wheel,
- (20) round wheel comprising centered to ball bearing in the frame,
- (21) round wheel,
- (22) ball bearing,
- (23) a moving frame comprising moving forward or backward on braking or releasing,
- (24) round wheel on a moving frame comprising connecting to a rubber cover wheel manufactured as a part of double pulley to brake,
- (25) round wheel on a moving frame comprising disconnecting from a rubber cover wheel

- manufactured as a part of double pulley to release,
- (26) a rubber cover wheel manufactured as a part of double pulley of motor-vehicle engine,
- (27) a rubber cover wheel of double pulley comprising rotated by motor-vehicle engine,
- (28) lock device,
- (29) lock device comprising for locking to maintain braking,
- (30) braking comprising locked by lock device,
- (31) automatic/manual releasing brake comprising sensor(s)/radar(s) reacting oscillator/mini-motor to move the frame back to initial position during which sensor(s)/radar(s) just detecting free,
- (32) automatic releasing brake comprising sensor(s)/radar(s) switching the releasing motor for drawing by cable to unlock lock device during which sensor(s)/radar(s) just detecting free, and
- (33) driver's button/contact comprising drawing manually to unlock lock device releasing brake, and
- (34) sensor(s)/radar(s) just detecting free comprising after braking operation.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

Referring to the specification by page 8 line 18-24, drawing FIG. 23-24 and reference paragraph [0063]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching motor to drive a rectangular bracket between two springs for linking both ends of motor

frame and bar with a pin moving in its frame cavity, bar outer part pressing against pedal part to brake, braking is locked by lock device after motor is turned off by switch, released by driver's button and spring force, of bracket drive structure Duo-F".

Means as:

"Bracket drive structure Duo-F of detectable automatic braking system" in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns on motor having feature to drive a rectangular bracket between two springs for linking both ends of motor frame and bar having feature with a pin moving in its frame cavity and bar outer part pressing on pedal part to brake to stop traffic accident, switch turns motor off and braking is locked by lock device, brake is to be released having feature by automatic releasing process or driver's switch/contact and spring force.

Elements and functional steps (1-31) as below:

- (1) Detectable automatic braking system:
- (2) bracket drive braking structure Duo-F for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,

- (11) motor,
- (12) rectangular bracket,
- (13) motor axis comprising fixing with a rectangular bracket,
- (14) rectangular bracket comprising being placed between motor frame and moving bar,
- (15) both sides of rectangular bracket comprising two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity,
- (16) springs comprising for springing back at position for releasing,
- (17) a frame,
- (18) a frame with cavity comprising for letting pin of bar moving,
- (19) bar with a pin comprising for holding in frame on movement,
- (20) motor comprising to drive a rectangular bracket pressing bar on pedal part to brake,
- (21) pedal or automatic brake pedal,
- (22) motor comprising support springs for fixing motor supporting on braking movement,
- (23) support springs,
- (24) switch,
- (25) switch comprising for turning motor turned off prior to locking,
- (26) lock device comprising for locking to maintain braking,
- (27) braking comprising locked by lock device,
- (28) driver's button comprising for drawing to unlock lock device and spring force,
- (29) driver's button (J2d),
- (30) spring of force comprising two springs, and/or
- (31) spring of force comprising motor rewind spring.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G, and/or

Referring to the specification by page 8 line 25-27, page 9 line 1-3, drawing FIG. 25-26 and reference paragraph [0064]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation to switch spring supporting motor on rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, brake is to be released by driver’s button (J2d) and motor rewind spring, if a double rotating motor is used at back spin and released by contact (J2e) or with an off-switch, of direct spin structure Duo-G”.

Means as:

“Direct spin structure Duo-G of detectable automatic braking system” in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns on motor having feature of rotating its bar pressing on pedal part or having feature of automatic brake pedal to brake to stop traffic accident, switch turns motor off and braking is locked by lock device, brake is to be released having feature by automatic releasing process or driver’s switch/contact and having feature of motor rewind spring.

Elements and functional steps (1-28) as below:

- (1) Detectable automatic braking system:
- (2) direct spin braking structure Duo-G for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,

- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising having adjustable position,
- (13) motor comprising support springs for fixing motor supporting on braking movement,
- (14) support springs,
- (15) motor bar comprising rotating by motor pressing on pedal or automatic brake pedal to brake,
- (16) bar comprising being fixed with motor axis,
- (17) pedal or automatic brake pedal,
- (18) switch,
- (19) switch comprising for turning motor turned off prior to locking,
- (20) lock device,
- (21) inner wheel,
- (22) inner wheel inside motor comprising locked by lock device during braking,
- (23) driver's button comprising for switching motor spin and/or drawing to unlock lock device for releasing,
- (24) driver's button,
- (25) motor rewind spring comprising for rewinding motor at back spin,
- (26) brake comprising released by driver's button (J2d) and motor rewind spring, or
- (27) double rotating motor comprising one spin to brake, the other spin to release, and
- (28) double rotating motor at back spin comprising for releasing by contact (J2e) or with an off-switch.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I., and

Referring to the specification by page 9 line 10-16, drawing FIG. 29-30 and reference paragraph [0066]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking after motor is turned off by switch, to be released by driver's button (J2d) and rewind spring, of hexagonal wheel structure Duo-I".

Means as:

"Hexagonal wheel structure Duo-I of detectable automatic braking system" in its original fundamentals and among its wordings comprising: sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation for detecting on traveling way, whenever detecting/sensing a physical property, it turns on motor having feature of rotating its hexagonal wheel pressing on pedal part or automatic brake pedal to brake to stop traffic accident, switch turns motor off and braking is locked having feature by lock device to inner wheel, brake is to be released having feature by automatic releasing process or driver's switch/contact and having feature of motor rewind spring.

Elements and functional steps (1-33) as below:

- (1) Detectable automatic braking system:
- (2) hexagonal wheel braking structure Duo-I for/of motor-vehicle/transportation on traveling

way,

- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/ transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising having adjustable position,
- (13) motor comprising support springs for fixing motor supporting on braking movement,
- (14) support springs,
- (15) hexagonal wheel,
- (16) hexagonal wheel comprising fixing with motor axis,
- (17) hexagonal wheel having bracket arm,
- (18) motor having iron bracket,
- (19) hexagonal wheel comprising for blocking to iron bracket of motor prior to braking,
- (20) hexagonal wheel comprising rotated by motor pressing on pedal or automatic brake pedal to brake,
- (21) pedal or automatic brake pedal,
- (22) switch,
- (23) switch comprising for turning motor turned off prior to locking,
- (24) lock device,
- (25) lock device comprising for locking to maintain braking,
- (26) inner wheel,
- (27) inner wheel locked by lock device inside motor during braking,

- (28) brake comprising released by driver's button and rewind spring,
- (29) driver's button comprising for drawing to unlock lock device,
- (30) motor rewind spring comprising for rewinding motor at back spin,
- (31) driver's button (J2d), or
- (32) double rotating motor comprising one spin to brake, the other spin to release, and
- (33) double rotating motor at back spin comprising for releasing by contact (J2e) or with an off-switch.

Claim 2, Detectable automatic braking system:

detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Referring to the specification by page 13 line 1-6, and reference paragraph [0080]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of "detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the

protection of the invention, the invention be used everywhere” in [0080].

Means as:

Since the basis of automatic braking device is invented, it covers any electrical, technical and mechanical methods of any structures being built for making up any operative device of the same invention based on the invented basis comprising a part/the whole of it under the scope of the protection of the invention and the invented basis covers as well any replacement of parts/process being assembled beyond/among those created structures for constructing any operative device having the same/similar outcome.

Elements and functional steps (1-66) as below:

- (1) detectable automatic braking system including:
- (2) automatic stop lamp system, detectable automatic (alarm) systems including:
- (3) detectable automatic braking system comprising automatic braking device/system reacted by detected/sensed result for/in transportation having feature for applying brake by itself automatically to halt its running on traveling way to stop traffic accident being conducted by the detected/sensed result/signal of transportation front and rear sensors/radars/operative devices which detecting/sensing a physical property/obstruction in detecting zone,
- (4) the original elements of the invention,
- (5) the original elements comprising the origin of the invention reserving its original right to receive any new technology/technique adaptable in use with the invention device(s) having the same/similar outcome under the scope of the protection of the invention,
- (6) the original elements comprising the original idea based on which the invention(s) being created,
- (7) the original elements comprising since the basis of “sensor/radar detecting automatic braking device” being invented, it covering any electrical, technical and mechanical methods of any structures being built for making up any operative device of the same invention based on the invented basis comprising a part/the whole of it under the scope of the protection of the invention,
- (8) the original elements comprising basis/bases of the invention being protected,

- (9) the original elements comprising covering any operative structures of the identical invention(s),
- (10) composition of the invention,
- (11) composition of the invention comprising any materials, parts, energy, similarity and necessity for constructing an operative device of the invention,
- (12) function of the invention,
- (13) function of the invention comprising operating the invention in any ways,
- (14) function of the invention comprising operating it separately,
- (15) function of the invention comprising operating it in combination,
- (16) function of the invention comprising operating by any energy,
- (17) function of the invention comprising operating the invention electrically, technically and mechanically in its logical order of any ways,
- (18) structures of the invention,
- (19) structure comprising any structure to construct any operative device(s) based on its invented basis/bases of the invention(s),
- (20) structure comprising constructing any operative device beyond/among those created structures having the same/similar outcome of the invention,
- (21) process of making of the invention,
- (22) process of making comprising any methods and process of making for constructing any operative device(s) of invented basis/bases of the same invention,
- (23) contents of the invention document,
- (24) contents comprising the written and disclosed contents being in the role of features based on which the invention device(s) being constructed,
- (25) illustrations of the invention,
- (26) illustrations of the invention comprising materializing the illustrations into practice,
- (27) installation of the invention,
- (28) installation of the invention comprising any electrical, technical & mechanical methods being installed for making up the operative device,
- (29) any other structures,
- (30) any other structures comprising any other different structures for making up any

operative device(s) based on the invented basis of the invention comprising a part/the whole,
 (31) any other structures comprising the invention(s) being protected based on the invented basis by patent law as any specialist in the field being able to make up the same/similar invention by changing or modifying its original structure(s) into any other different structures,

(32) any other structures comprising the invention structures being written as example types so the disclosed basis/bases covering any operative structures of making up the same/similar invention device(s) comprising a part/the whole,

(33) any other structures comprising copying the invention device(s) in any other structures of making comprising a part/the whole,

(34) modifications of the invention,

(35) modification comprising any modification comprising a part/the whole of the invention device(s),

(36) modification comprising any modification comprising addition/reduction of part/unit of the invention for making up operative device(s) based on the invented basis comprising a part/the whole,

(37) the original fundamentals of the invention,

(38) the original fundamentals comprising any operative methods in electrical, technical & mechanical fields being constructed for making up any operative devices based on the invented fundamentals of the invention comprising a part/the whole,

(39) the original fundamentals of the invention comprising the disclosed invention being written and claimed describing in any other wordings, languages and forms based on the invented fundamentals,

(40) the invention,

(41) the invention comprising the invention being carried out in any ways,

(42) the invention comprising putting the invented basis/bases into practice in a safe manner,

(43) the invention comprising being protected based on the invented basis,

(44) inventing comprising the invention(s) being protected based on the invented basis/bases by patent law as any specialist in the field being able to make up the same/similar invention by changing or modifying its original structure(s),

- (45) the invention comprising the invention being created based on the particular using of certain item(s),
- (46) the invention comprising carrying out/operating the invention device by driver/pilot/ anyone in transportation on traveling way,
- (47) replacement of parts,
- (48) replacement of parts comprising being assembled to make up the same systems or to perform similar devices referring to their original fundamentals of the invention(s) operating to the same/similar effect,
- (49) combining the invention with any other devices or systems,
- (50) any other device(s)/system(s) comprising microprocessor, programmer, computer-PC, laptop, satellite operating network, technology, technique, anything,
- (51) combining the invention(s) comprising with microprocessor,
- (52) combining the invention(s) comprising with programmer,
- (53) combining the invention(s) comprising with computer-PC,
- (54) combining the invention(s) comprising with laptop,
- (55) combining the invention(s) comprising with satellite operating network,
- (56) combining the invention(s) comprising with any new technology in use,
- (57) combining the invention(s) comprising with any new technique in use,
- (58) combining the invention(s) comprising with anything,
- (59) using other names,
- (60) the scope of the protection of the invention,
- (61) the scope of the protection of the invention comprising under patent protection,
- (62) the scope of the protection of the invention comprising any operation affecting the interest of the invention,
- (63) the invention be used,
- (64) the invention be used comprising the specific and extra uses of the invention(s),
- (65) the invention be used everywhere, and
- (66) the invention be used everywhere comprising using the invention everywhere as desirable.

Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including: extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red and its beam having capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars, and

Referring to the specification by page 12 line 23-28, drawing FIG. 43 and reference paragraph [0079]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “automatic stop lamp system for traffic light including: extra lamp(s) is equipped for traffic light or similarity adding onto traffic sign (green red light) in a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing on red and its beam having capacity to react the operation of their detectable automatic braking system on sensor(s)/radar(s) of front motor-vehicles”.

Means as:

“Automatic stop lamp system” in its original fundamentals and among its wordings comprising: automatic stop lamp system is for safely controlling motor-vehicles on red light without letting them pass lighting zone limit by equipping extra lamp(s)/bulb(s) being connected to focus its beam to react the operation of Detectable automatic braking system of sensor(s)/radar(s) of front stopping motor-vehicles.

Elements and functional steps (1-7) as below:

- (1) automatic stop lamp system for traffic light:
- (2) lamp(s)/bulb(s),
- (3) extra lamp(s) comprising equipped for traffic light or similarity,
- (4) extra lamp(s) comprising to react sensor(s)/radar(s) of front motor-vehicles in operation,

- (5) extra lamp(s) comprising equipped adding onto traffic sign (green red light),
- (6) extra lamp(s)/bulb(s) comprising in a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing on red, and
- (7) beam of extra lamp(s)/bulb(s) comprising having capacity to react the operation of detectable automatic braking system on sensor(s)/radar(s) of front stopping motor-vehicles.

Claim 3, detectable automatic alarm system:

detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships., including:

extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on, and

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.

Referring to the specification by page 11 line 26, page 12 line 1-2 in reference paragraph [0077] and by page 12 line 3-6, line 7-10 , in reference paragraph [0077]:

Means and function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "Detectable automatic alarm system using for all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships and others in [0077], including (1-2) as: (1) extra sensors/radars or detectable devices are equipped on right & left mirror sides of motor-vehicle for as back detecting during turning connecting sonorous (signal) alarm or voice device to sound driver (on indicator) if rear motor-vehicle is detected by radar at a distance while signal turning lamp is on., (2) small sensors/radars or detectable devices are equipped at both sides of a motor-vehicle connecting device to sound sonorous alarm or recorded message to driver and indicator showing color signal lamp: right

or left side is detected once running motor-vehicles extremely approach each other”.

Means as:

“Detectable automatic alarm system for safely driving” in its original fundamentals and among its wordings comprising: sensors/radars or detectable devices are installed on/by right & left mirror sides of motor-vehicle for as back detecting on traveling way connecting signal lamp switch to turn it on with sonorous (signal) device to sound driver if rear motor-vehicle is detected, and sensors/radars or detectable devices are installed on/at both sides of motor-vehicle for detecting on traveling way connecting sonorous alarm device to sound driver once running motor-vehicles extremely approach each other under detection.

Elements and functional steps (1-19) as below:

- (1) detectable automatic alarm system:
- (2) detectable automatic alarm system comprising for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships and others,
- (3) sensors/radars or detectable devices,
- (4) sensors/radars or detectable devices comprising equipping on right & left mirror sides of motor vehicle for as back detecting during turning,
- (5) sensors/radars or detectable devices comprising for as back detecting during turning,
- (6) sensors/radars or detectable devices comprising being connected electrically with sonorous (signal) alarm or voice device,
- (7) sonorous (signal) alarm,
- (8) voice/recorded message device,
- (9) sonorous (signal) alarm or voice device comprising its lamps shown on indicator,
- (10) sonorous (signal) alarm or voice device comprising for sounding/speaking to driver,
- (11) signal lamp/switch comprising connecting sensors/radars on during turning,
- (12) sensors/radars or detectable devices comprising detecting a distance,
- (13) sensors/radars or detectable devices comprising detecting an obstacle and connecting sonorous (signal) alarm or voice device sounding driver,

- (14) sensors/radars or operative devices,
- (15) sensors/radars or detectable devices comprising being equipped for detecting at both sides of a motor-vehicle,
- (16) sensors/radars or detectable devices comprising detecting any approaching cars and connecting sonorous (signal) alarm or recorded message device sounding/speaking to driver,
- (17) indicator showing color signal lamp,
- (18) color signal lamp, and
- (19) color signal lamps shown on indicator comprising right or left side sensors/radars on detection once running cars extremely approaching each other.

(H) Grounds of rejection to be reviewed on appeal page(s): 6 pages.

DETAILED ACTION

1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only. Note the format of the claims in the patent(s) cited. The claims are so indefinite that no art has been applied to the claim(s)-- See Ex Parte Lyell, 17 USPQ2d 1548, 1552.

3. Note: the use of etc. is prohibited, claims should not refer to figures nor should they depend from themselves

4. THIS ACTION IS MADE FINAL..

- Appellant cites and states in this section that claims 1-3 are reorganized into a complete operative device along with the concise statement of the subject matter as required by 37 CFR 41.37 (c)(1)(vi) presented for review:

Claim 1

What I claim as my invention is: Detectable automatic braking system: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, connecting rod axis being fixed between center and rim of a round wheel, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D, and detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks,

motorcycles, airplanes, ships..., including:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring, of oval wheel structure Duo-H,

comprising once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

comprising brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod, of lock device,

comprising automatic water switch equipped to be connected by raining water

between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

comprising once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer being installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

comprising color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

comprising braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts wherein or movement of any other equipments, instruments having braking effect; using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

comprising equipping with one(s) of the following among braking units comprising:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure Du,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by

driver's button and spring, of axis-gear structure Duo-C,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame on which an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel centered to ball bearing, the wheel pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G, and/or

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I., and

detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3

What I claim as my invention is: Automatic stop lamp system for traffic light including: extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red and its beam having capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars, and

detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships., including:

extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on, and

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.

(I) Argument page(s): 50 pages.

DETAILED ACTION

1. Claim rejections - 35 USC 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

2. Claims 1-3 are rejected as failing to define the invention in the manner required by 35 USC 112, second paragraph. The structure which goes to make up the device must be clearly and positively specified. The structure must be organized and correlated in such a manner as to present a complete operative device. The claim(s) must be in one sentence form only.

3. Note: the use of “etc” is prohibited, claims should not refer to “figures” nor should they depend from themselves.

- Appellant's claims 1-3 in which words; “etc” and “figures” were removed,

4. This action is made final..

5. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert A. Siconolfi whose telephone number is 571-272-7124..

- Appellant presents in this section the argument under a separate heading for each ground of rejection on appeal as required by 37 CFR 41.37 (c)(1)(vii) and 35 USC 112 as below:

Claim 1

Referring to the specification by page 2 line 3-5, page 12 line 11-16, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 8 line 1-9, drawing FIG. 19-20 and reference paragraph [0061]:

What I claim as my invention is: Detectable automatic braking system: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, connecting rod axis being fixed between center and rim of a round wheel,

pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D, and detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of "detectable automatic braking system: an additional outlet device is built from original booster/master cylinder besides the brake-by-pedal one, this outlet possesses spring force to push its rod out before braking, the rod operates a connecting rod kit with roller & ball bearings, it is fixed at the border between center and rim of a round wheel which engages a right & left spinning motor with support spring. Radar(s) or sensor(s) is installed on/in motor-vehicle/transportation directing braking against obstacle on traveling way and motor is turned off by switch prior to locking at device, then releasing is to be made by driver's button at back spin using spring force, of Extra outlet structure Duo-D on (FIG. 20) and [0061]. If a strong spring is equipped at extra outlet for back spin, a simple motor can be utilized with button releasing, and detectable automatic braking system is used installing for/in all kinds of engine/motor vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships.."

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-51) as below:

- (1) Detectable automatic braking system:
- (2) extra outlet braking structure Duo-D for/of motor-vehicle/ transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) or detectable device(s) comprising equipped at/on front motor-vehicle/ transportation,
- (5) sensor(s)/radar(s)/detecting device(s) comprising being connected electrically to key contact,

- (6) sensor(s)/radar(s)/detecting device(s) comprising switched on “stand-by” by key contact,
- (7) key contact,
- (8) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (9) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (10) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (11) automatic braking unit,
- (12) sensor(s)/radar(s)/detecting device(s) comprising once detecting obstruction and switching motor on braking,
- (13) motor comprising having feature of applying brake itself by the detected result of sensor(s)/radar(s)/operative device(s),
- (14) motor comprising installed having axis,
- (15) round wheel comprising installed fixing with motor axis,
- (16) connecting rod comprising being fixed axis between center and rim part of the round wheel,
- (17) connecting rod comprising its end part being linked to an extra brake outlet rod,
- (18) connecting rod,
- (19) extra brake rod outlet,
- (20) extra brake outlet rod comprising built from brake original booster/master cylinder,
- (21) extra brake outlet rod comprising for automatic braking use,
- (22) extra brake outlet rod comprising under inner spring force,
- (23) connecting rod comprising rotated by motor pressing brake outlet for braking or releasing,
- (24) a switch comprising for turning motor off prior to locking process,
- (25) lock device,
- (26) lock device comprising for locking to maintain braking,
- (27) lock device comprising for locking the brake during braking operation,
- (28) lock device comprising operating with a switch,
- (29) lock device comprising to be unlocked releasing drawn by driver’s button,

- (30) driver's button/contact comprising for switching motor spin on releasing to unlock lock device,
- (31) driver's button/contact,
- (32) spring of brake outlet comprising installed springing rod out to initial position on brake releasing, or
- (33) spring force comprising motor rewind spring at motor back spin on brake releasing,
- (34) motor rewind spring,
- (35) double rotating motor in use comprising one spin to brake, the other spin to release,
- (36) motor comprising being fixing supporting spring to support its braking movement,
- (37) supporting spring,
- (38) detectable automatic braking system comprising used installing for all kinds of motor-vehicles,
- (39) detectable automatic braking system comprising used installing for all kinds of engine vehicles,
- (40) detectable automatic braking system comprising used installing for all kinds of automobiles,
- (41) detectable automatic braking system comprising used installing for all kinds of cars,
- (42) detectable automatic braking system comprising used installing for all kinds of trucks,
- (43) detectable automatic braking system comprising used installing for all kinds of buses,
- (44) detectable automatic braking system comprising used installing for all kinds of vans,
- (45) detectable automatic braking system comprising used installing for all kinds of trains,
- (46) detectable automatic braking system comprising used installing for all kinds of tanks,
- (47) detectable automatic braking system comprising used installing for all kinds of motorcycles,
- (48) detectable automatic braking system comprising used installing for all kinds of airplanes,
- (49) detectable automatic braking system comprising used installing for all kinds of ships,
- (50) detectable automatic braking system comprising used installing for all kinds of operative ones, and
- (51) necessary parts.

Claim 1, Detectable automatic braking system:

Referring to the specification by page 5 line 6-13, drawing FIG. 31 and reference paragraph [0052]:

sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “radars or sensors are fixed on the top of front car or hidden part in its front at a position to avert direct lighting flashing on it from opposite running cars to maintain its proper functioning particularly at night time, radar(s) or sensor(s) is for equipping at rear car, it reacts to detect at near distance only if driver backs its car having the same function and electrical connection as car backing light. Once obstruction is detected, radar(s) reacts automatically to switch braking motor on to brake the car immediately to stop accident” on (FIG. 31) and [0052].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-16) as below:

- (1) sensor(s)/radar(s) or detectable device(s) comprising operative device(s),
- (2) sensor(s)/radar(s) or any operative device(s) for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising equipping in the front (top) of motor-vehicle,
- (4) sensor(s)/radar(s) or detectable device(s) comprising for front detecting at a distance on traveling way,
- (5) sensor(s)/radar(s) or detectable device(s) comprising for detecting between two vehicles or obstruction on traveling way,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for detecting/sensing and responding

- by the detected result or sensed signal against a physical property or an obstruction,
- (7) front radar(s)/sensor(s) of motor-vehicle comprising having facility to avert direct lighting flashing on it,
 - (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking motor,
 - (9) automatic braking unit/motor,
 - (10) sensor(s)/radar(s) or detectable devices comprising equipping at/on its rear (top) part of motor-vehicle,
 - (11) rear radar(s)/sensor(s) of motor-vehicle comprising being connected electrically to backing light switch operating during backing,
 - (12) backing light switch,
 - (13) rear radar(s)/sensor(s) of motor-vehicle comprising for reacting detecting at near distance only if driver backing his motor-vehicle,
 - (14) radar(s)/sensor(s) reacting against obstruction comprising switching braking unit/motor on to brake motor-vehicle automatically to stop its running averting traffic accident,
 - (15) braking unit comprising having feature of applying brake itself reacted by the detected result of sensor(s)/radar(s) or operative devices(s), and
 - (16) necessary parts.

Claim 1, Detectable automatic braking system:

Referring to the specification by page 11 line 16-19 and reference paragraph [0075]:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "an extra front radar should be equipped on/in motor vehicle detecting to

sound sonorous signal lamp or recorded message to driver at the earliest among these radars once obstruction is detected by this radar, driver may lower motor-vehicle speed before automatic braking operates, of automatic voice sounding device” on (FIG. 41) and [0075].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-11) as below:

- (1) automatic voice sounding device:
- (2) automatic voice sounding device for/of motor-vehicle/transportation on traveling way,
- (3) a (third) radar/sensor comprising any similarity,
- (4) a (third) radar/sensor comprising for equipping in the front part of motor vehicle,
- (5) a (third) radar/sensor of motor vehicle comprising for front detecting at longest distance on traveling way,
- (6) a (third) radar/sensor of motor vehicle comprising being connected electrically to sonorous signal lamp device or recorded voice recorder,
- (7) sonorous signal lamp device comprising installed for sounding driver, or
- (8) recorded voice recorder comprising installed for speaking to driver,
- (9) a (third) radar/sensor among other radars in motor vehicle comprising once detecting an obstruction and sonorous signal lamp device or recorded voice recorder reacting to driver at the earliest,
- (10) driver comprising lowering motor-vehicle speed before automatic braking operating, and
- (11) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 2 line 3-5, page 12 line 11-22, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 9 line 4-9, drawing FIG. 27-28 and reference paragraph [0065]:

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including: once

obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to be released by driver's button and rewind spring, of oval wheel structure Duo-H,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "Detectable automatic braking system is for equipping in all kinds of engine & motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships and others in which sensor(s)/radar(s) or detectable device(s) is installed on/in transportation to detect at a distance on traveling way and respond by the detected result against obstruction to automatic braking unit to perform automatic braking by itself automatically to stop traffic accident" of [0078]., including: once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/ transportation automatically switching the support spring motor of oval wheel on rotating to brake on pedal part or automatic brake pedal, the wheel has a bracket arm to blockade itself at motor iron bar, lock device locks its wheel after motor is turned off by switch during braking, driver's button is drawn to release and outer/inner rewind spring for back spin. If we use double spinning motor, contact is for releasing and a switch off is added to motor bar for back spin, of oval wheel structure Duo-H on (FIG. 28) and [0065].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-40) as below:

- (1) Detectable automatic braking system:
- (2) Detectable automatic braking system for/of motor-vehicle/transportation on traveling way,
- (3) Detectable automatic braking system comprising equipping in all kinds of engine & motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships...
- (4) sensor(s)/radar(s) or detectable devices comprising installed in motor vehicles/transportations for front and rear detecting,
- (5) sensor(s)/radar(s) comprising any operative device(s),
- (6) sensor(s)/radar(s) or detectable devices comprising being connected electrically to braking unit,

- (7) automatic braking unit,
- (8) sensor(s)/radar(s) or detectable devices comprising using to detect and to respond by detected result to braking unit to perform automatic braking action,
- (9) sensor(s)/radar(s) any operative device(s) comprising made as a button/switch,
- (10) sensor(s)/radar(s) any operative device(s) comprising button/switch using with sensor(s)/radar(s),
- (11) button/switch comprising using a switch-button being on by pressing or off by releasing spring automatically for manual releasing process,
- (12) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing as for automatic releasing process,
- (13) oval wheel structure Duo-H:
- (14) oval wheel braking structure Duo-H for/of motor-vehicle/transportation on traveling way,
- (15) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (16) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (17) key contact,
- (18) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (19) sensor(s)/radar(s) or detectable device(s) comprising front detecting free and motor-vehicle/transportation traveling on the way,
- (20) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (21) automatic braking unit,
- (22) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (23) motor comprising being fixed with support springs supporting braking movement,
- (24) support springs,
- (25) motor comprising being turned off by a switch prior to locking,
- (26) switch,
- (27) motor comprising equipped with oval wheel,

- (28) oval wheel of motor comprising rotating pressing on pedal or automatic brake pedal to brake,
- (29) oval wheel comprising installed having a bracket arm,
- (30) motor comprising having an iron bar,
- (31) pedal comprising for braking use, or
- (32) automatic brake pedal comprising for braking use,
- (33) oval wheel comprising locked by lock device,
- (34) oval wheel comprising rotating to blockade itself at motor iron bar by bracket arm during braking,
- (35) brake comprising released by driver's button and rewind spring of motor,
- (36) driver's button/contact,
- (37) rewind spring of motor,
- (38) driver's button/contact comprising for switching motor spin releasing,
- (39) driver's button/contact comprising for drawing to unlock lock device releasing, and
- (40) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 10 line 1-4 and reference paragraph [0069]:

comprising once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically reacting both operating of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically

just after radar(s) detects free, of automatic releasing process” in [0069].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-20) as below:

- (1) automatic releasing process/device:
- (2) automatic releasing process/device for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s)/detectable device(s) comprising operative device(s),
- (4) sensor(s)/radar(s) or detectable device(s) comprising any detecting,
- (5) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (6) sensor(s)/radar(s) comprising detecting an obstruction and switching motor on for braking,
- (7) sensor(s)/radar(s) or detectable device(s) comprising switching on both operating of motor braking and pressing button standby of mini-motor,
- (8) automatic braking motor comprising installed for rotating to brake,
- (9) mini-motor,
- (10) sensor(s)/radar(s) comprising switching mini-motor on for drawing by cable to unlock lock device on releasing brake during which sensor(s)/radar(s) just detecting free,
- (11) sensor(s)/radar(s) detecting free comprising sensor(s)/radar(s) detecting without obstacle,
- (12) sensor(s)/radar(s) just detecting free comprising after braking operation,
- (13) button/switch of sensor(s)/radar(s)/mini-motor comprising being installed,
- (14) button/switch of mini-motor comprising being pressed standby for turning mini-motor on releasing,
- (15) button/switch comprising using a switch-button being on by pressing or off by releasing spring automatically for manual releasing device,
- (16) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing for automatic releasing device,
- (17) mini-motor for rotating to draw lock device comprising resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free,
- (18) automatic releasing brake comprising for replacing brake releasing of driver's button/contact,

- (19) lock device, and
- (20) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 9 line 20-26, drawing FIG. 9, 20, 38 and reference paragraph [0068]:

comprising brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite side of rod, of lock device,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of “brake motor is fixed between supporting springs in which appropriate motor is used rotating to brake at a speed efficiently fast to halt transportation/motor-vehicle running, if motor spinning at both sides is used: one spin side to brake and the other side to release at low speed replacing spring force, switch turns brake motor off prior to braking and locking by lock device, and lock device: it has a bar/rod under spring force for pushing it over edge point of an opposite bracket of locking part being locked in it and one end of rod linked to cable to be released by drawing as (J2e of FIG. 9) and (J2d of FIG. 20)”, of lock device in [0068].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-14) as below:

- (1) brake motor comprising being fixed between supporting springs,
- (2) brake motor, switch, lock device for/of motor-vehicle/transportation on traveling way,
- (3) supporting springs,
- (4) motor of appropriate speed,

- (5) motor comprising for rotating to brake at an appropriate speed efficiently fast to halt transportation/motor-vehicle running,
- (6) motor spinning at both sides comprising motor of spin at right and left sides,
- (7) motor of both sides comprising one spin to brake and the other to release at low speed replacing spring force,
- (8) switch,
- (9) switch comprising for turning brake motor off prior to braking,
- (10) lock device comprising installed for locking to maintain braking effect,
- (11) lock device comprising having a bar/rod of spring force,
- (12) bar/rod with spring comprising for pushing it outward and pressing inward for locking anything passing in it,
- (13) bar/rod with spring comprising its end of rod linked to cable by drawing on releasing, and
- (14) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 11 line 6-11, drawing FIG. 42 and reference paragraph [0074]:

comprising automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over, of automatic water switch,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “automatic water switch is installed to be connected by raining water in an open box/container between electric wires of second front sensor/radar of longer distance detection and those of automatic braking unit for earlier stopping transportation/motor-vehicle running on wet when it rains to turn radar on in which the plastic box/container has a level outlet let water flow down. The wind will blow drying water to extinguish the function

of radar after raining is over” of (FIG. 42) and [0074].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-9) as below:

- (1) automatic water switch:
- (2) automatic water switch for/of motor-vehicle/transportation on traveling way,
- (3) an open box/container having a level outlet comprising in which electric wires to be conducted by raining water,
- (4) electric wires comprising installed for conducting second front sensor/radar and automatic braking unit in connection,
- (5) sensor/radar of transportation/motor-vehicle comprising installed for front detecting at longer distance on traveling way,
- (6) automatic braking unit comprising installed braking by itself,
- (7) a level outlet of the plastic box/container comprising installed for letting water flow down once in full,
- (8) the wind blowing to dry water to extinguish the function of radar after raining over, and
- (9) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 11 line 20-25 and reference paragraph [0076]:

comprising once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar in which a revert timer being installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, the third sensor/radar of

motor-vehicle/transportation automatically reacts both motor braking to brake to lower transportation speed safely at a longer distance and mini-motor drawing to unlock lock device releasing while radar(s)/sensor(s) detects free, or a second braking unit without lock is used for third sensor/radar in which a revert timer is installed to switch third sensor/radar off for certain minutes letting motor-vehicles approach closer during heavy traffic, of automatic lower speed system” in [0076].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-24) as below:

- (1) automatic lower speed system:
- (2) automatic lower speed system for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) third sensor(s)/radar(s) of motor-vehicle/transportation comprising for front detecting at longest distance on traveling way,
- (5) sensor(s)/radar(s) using as a button/switch comprising extra button/switch of sensor(s)/radar(s),
- (6) motor comprising as a braking motor,
- (7) mini-motor comprising as a releasing motor,
- (8) sensor(s)/radar(s) or detectable device(s) comprising detecting an obstacle on traveling way and switching braking motor on braking,
- (9) sensor(s)/radar(s) using as a button/switch comprising switching motor on braking whenever sensor(s)/radar(s) detecting an obstacle,
- (10) sensor(s)/radar(s) using as a button/switch comprising switching the braking motor off whenever it detecting free,
- (11) sensor(s)/radar(s) or detectable device(s) comprising front detecting free and motor-vehicle/transportation traveling on the way,
- (12) sensor(s)/radar(s) or detectable device(s) comprising just detecting free and switching mini-motor on rotating to draw to unlock lock device releasing brake,
- (13) cable,
- (14) lock device,
- (15) sensor(s)/radar(s) using as a button/switch comprising switching mini-motor on releasing,

- whenever sensor(s)/radar(s) just detecting free,
- (16) mini-motor comprising installed for drawing to unlock lock device releasing brake,
 - (17) mini-motor releasing brake comprising radar(s) detecting free,
 - (18) button/switch comprising using a switch-button having features of being on by pressing or off by releasing spring and switching the other line on then releasing as for automatic releasing device,
 - (19) third sensor(s)/radar(s) or detectable device(s) comprising detecting an obstacle and operating both motor braking to brake to lower motor-vehicle speed safely at a longer distance and mini-motor drawing to unlock lock device releasing while radar(s)/sensor(s) detecting free, or
 - (20) a second braking unit without lock comprising being installed,
 - (21) a second braking unit without lock comprising for interacting with third front sensor/radar,
 - (22) a revert timer comprising installed for turning third sensor/radar off for certain moment,
 - (23) a revert timer comprising for switching third sensor/radar off letting motor-vehicles approach closer during heavy traffic, and
 - (24) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 11 line 1-5, drawing FIG. 32, 34 and reference paragraph [0073]:

comprising color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "Red or yellow sonorous signal lamp/message recorder is "on" showing to driver while entire system is "off". Driver may switch off the entire system by driver's contact (J2b) to (J2a) when necessary or driver finds impossible to balance his car on ice-covered road in winter snow if braking operates, a thermostat should so be installed to disconnect yellow signal lamp/message recorder, of automatic safety system" on FIG. 32, 34 and [0073].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-11) as below:

- (1) automatic safety system:
- (2) automatic safety system for/of motor-vehicle/transportation on traveling way,
- (3) color signal sonorous lamp or recorded message recorder,
- (4) color signal sonorous lamp/recorded message recorder comprising being connected for sounding driver,
- (5) entire braking system,
- (6) color signal sonorous lamp or recorded message being "on" showing to driver while entire braking system being "off",
- (7) contact/switch comprising installed for switching system on/off,
- (8) contact comprising for driver to switch the entire system off when necessary,
- (9) thermostat comprising installed for reacting to operate by temperature of climate,
- (10) a thermostat comprising installed for disconnecting color signal sonorous lamp/message recorder in winter snow, and
- (11) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 10 line 9-27, drawing FIG. 35-40 and reference paragraph [0071], [0072]:

comprising braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper automatic braking use without causing movement of vehicle pedal, using their main parts or movement of any other equipments, instruments having braking effect: using movement of

force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices: radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of “the entire braking structures can be modified by pulling to brake instead of pushing actions to the same effect, braking motor may be equipped at any position to brake against new pedal from (L1 to L9 on FIG. 36) and (L10 to L14 on FIG. 37) provided it is covered safely as rubber boot (K4 or covers K2 and K3) under pedal (K1) for safe protection under automatic braking movement of (FIG. 35) and [0071]. Braking motor can well be placed to brake against additional outlet braking rod besides original booster/master cylinder one in a choice of up to eight positions: (L15 to L22 FIG. 38). Furthermore, (FIG. 39 and FIG. 40) provide 15 types of automatic braking pedal from (L23 to L37) for proper automatic braking use without causing the movement of vehicle pedal (L) shown on (FIG. 39) and [0072]. Braking is used their main parts or movement of any other equipments, instruments having braking effect: as using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils and others, braking objects include wheels, spindle, axis, rod, oscillator moving frame, bracket drive and/or any other objects with same effect, using sensors or any other wire/wireless detectable devices as radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras, others, having heating effect against snow, parts and accessories.”

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-46) as below:

- (1) braking by pressing or pulling function,
- (2) braking by pressing or pulling in/of motor-vehicle/transportation using on traveling way,

- (3) braking comprising by pressing on braking part,
- (4) braking comprising by pulling braking part,
- (5) new pedal,
- (6) new pedal comprising any operative pedal installed usable for braking,
- (7) rubber boot comprising installed for protection of pedal movement,
- (8) safety covers comprising installed for protection of pedal movement,
- (9) braking position,
- (10) braking position comprising any position for performing braking,
- (11) extra brake outlet,
- (12) extra brake rod outlet comprising being created additionally besides original booster/ master cylinder one,
- (13) automatic braking pedal,
- (14) automatic braking pedal comprising having the same axis of pedal and automatic braking pedal without causing movement of each other,
- (15) braking comprising being used with any equipments or instruments having braking effect,
- (16) motor comprising using as movement for braking,
- (17) air comprising using as movement of force for braking,
- (18) wind comprising using as movement of force for braking,
- (19) spring comprising using as movement for braking,
- (20) energy comprising using as movement for braking,
- (21) air hydraulic/oxygen (unit) comprising using as movement for braking,
- (22) air/liquid pump comprising using as movement for braking,
- (23) induction coil comprising using as movement for braking,
- (24) any operative way comprising using as movement for braking,
- (25) cylinder as nut & piston as bolt comprising as braking object,
- (26) anything comprising as braking object against braking part to brake,
- (27) wheel comprising as braking object,
- (28) spindle comprising as braking object,
- (29) axis comprising as braking object,

- (30) comprising rod comprising as braking object,
- (31) oscillator moving frame connecting engine pulley comprising as braking object to brake,
- (32) bracket drive comprising as braking object, and/or
- (33) any operative object(s) comprising as braking object,
- (34) radar comprising as detectable device,
- (35) sensor comprising as detectable device,
- (36) detectable device comprising any operative device,
- (37) infrared (detector) lenses comprising as detectable device,
- (38) detector comprising as detectable device,
- (39) electronic eyes comprising as detectable device,
- (40) lighting sensor comprising as detectable device,
- (41) motion sensor detector comprising as detectable device,
- (42) sensor video camera comprising as detectable device,
- (43) any other operative one comprising as detectable device,
- (44) wire/wireless comprising wire/wireless electric connection,
- (45) protecting means for detectable device comprising having heating effect against snow,
- and
- (46) accessories and necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 5 line 22-26, page 6 line 1-4 drawing FIG. 1-2, 32 and reference paragraph [0054]:

comprising equipping with one(s) of the following among braking units comprising:
 detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, motor is turned off prior to locking and braking locked by iron switches of motor to its inner triangle wheel, brake is to be released by switch device and spring force, of triangle wheel structure”,

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system of triangle wheel structure,
- (2) triangle wheel braking structure for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising being installed equipping with triangle wheel,
- (12) triangle wheel,
- (13) triangle wheel comprising a ball bearing with pin fixed firmly at the surface of wheel nearby its flat part corner,
- (14) ball bearing with pin,
- (15) triangle wheel comprising where a spring being fixed from pin to a moving ball of motor frame pulling wheel at the right position after each spin so as to unlock the brake,

- (16) a spring,
- (17) a moving ball,
- (18) frame,
- (19) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,
- (20) pedal or automatic brake pedal comprising installed for braking use,
- (21) motor comprising being fixed with support springs supporting braking movement,
- (22) support springs,
- (23) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (24) arm of motor,
- (25) iron switches,
- (26) iron switches inside motor comprising for turning motor off prior to locking at edge points of an inner triangle wheel,
- (27) inner triangle wheel,
- (28) brake comprising released by driver's button/switch (J2c or J2e) and spring force,
- (29) driver's button/contact,
- (30) spring of force,
- (31) driver's button/contact comprising for switching motor spin releasing brake, and
- (32) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 6 line 5-11, drawing FIG. 3-5 and reference paragraph [0055]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking is locked by lock device of motor to bracket arm of triangle wheel after motor is turned off by switch, brake is to be released by driver’s button rotating wheel to iron bar blockaded at wheel bracket (FIG. 5) and spring force, of triangle wheel structure-Duo” on FIG. 4 and [0055].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-33) as below:

- (1) Detectable automatic braking system:
- (2) triangle wheel braking structure-Duo for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on “stand-by” by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising being equipped with triangle wheel,
- (13) triangle wheel having bracket arm,
- (14) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,

- (15) pedal or automatic brake pedal comprising installed for braking use,
- (16) two support springs,
- (17) motor comprising being fixed with support springs supporting its movement during braking,
- (18) a frame comprising for fixing a braking motor on it,
- (19) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (20) motor comprising being linked with a spring to pull triangle wheel by its pin rotating a ball bearing for back spin,
- (21) spring,
- (22) ball bearing,
- (23) motor comprising being turned off by switch prior to locking,
- (24) switch,
- (25) lock device,
- (26) braking locked by lock device of motor to bracket arm of triangle wheel,
- (27) wheel comprising rotating to iron bar blocked at wheel bracket,
- (28) motor having iron bar and ending arm,
- (29) brake comprising released by driver's button/switch (J2d) and spring force, and
- (30) driver's button/switch,
- (31) spring of force,
- (32) driver's button comprising for switching motor spin and/or drawing to unlock lock device, and
- (33) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 6 line 12-19, drawing FIG. 6-10 and reference paragraph [0056]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor

rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure-Du,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching the braking motor on rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking is locked by lock device of motor to bracket arm of wheel after motor is turned off by switch, brake is to be released by driver's button rotating to blockade wheel arm to motor bar and rewind spring or using double spinning motor, of triangle wheel structure-Du" in [0056].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-31) as below:

(comprising referring to the disclosed basis, specification, claim and drawing)

- (1) Detectable automatic braking system:
- (2) triangle wheel braking structure-Du for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising being equipped with triangle wheel,

- (12) triangle wheel having bracket arm,
- (13) triangle wheel of motor comprising rotating to its edge point pressing on at the opposite side of upper pedal or automatic brake pedal to brake,
- (14) pedal or automatic brake pedal comprising installed for braking use,
- (15) motor comprising being fixed with support springs supporting braking movement,
- (16) support springs,
- (17) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (18) arm of motor,
- (19) frame comprising for fixing a braking motor on it,
- (20) motor comprising being turned off by switch prior to locking,
- (21) switch,
- (22) lock device,
- (23) braking locked by lock device of motor to bracket arm of triangle wheel,
- (24) brake comprising cable drawn releasing by driver's button/switch (J2d) and rewind spring,
- (25) driver's button,
- (26) rewind spring of motor,
- (27) brake releasing comprising motor rotating back to blockade wheel arm to motor bar
- (28) motor having bar,
- (29) or double spinning motor in use,
- (30) double spinning motor releasing comprising for replacing rewind spring, and
- (31) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 6 line 20-27, page 7 line 1, drawing FIG. 11-12 and reference paragraph [0057]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on

pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking is locked by lock device of motor to bracket arm of wheel after motor is turned off by switch, brake is to be released by driver's button and rewind spring for back spin or using double spinning motor, of round wheel structure Duo-A" in [0057].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) round wheel braking structure Duo-A for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,

- (12) motor axis comprising fixing between center and rim of a round wheel,
- (13) a round wheel comprising having bracket arm,
- (14) a round wheel of motor comprising rotating at wheel summit pushing on pedal part to brake,
- (15) pedal part or automatic braking pedal,
- (16) motor comprising being fixed with support springs supporting braking movement,
- (17) support springs,
- (18) motor comprising linked with arm at its end to frame letting motor moving at its specific position,
- (19) arm of motor,
- (20) a frame comprising for fixing a braking motor on it,
- (21) motor comprising being turned off by switch prior to locking,
- (22) switch,
- (23) lock device,
- (24) lock device comprising for locking to maintain braking,
- (25) braking comprising locked by lock device of motor to bracket arm of wheel,
- (26) brake comprising cable drawn releasing by driver's button/switch (J2d) and rewind spring, or
- (27) driver's button comprising installed for switching motor spin and/or drawing to unlock lock device,
- (28) motor rewind spring,
- (29) double spinning motor comprising installed having an off switch,
- (30) double spinning motor comprising releasing for replacing rewind spring,
- (31) double spinning motor comprising one spin to brake and the other spin to release by driver's button (J2e) rotating motor wheel to a switch being turned off, and
- (32) necessary parts.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 7 line 2-10, drawing FIG. 13-14 and reference paragraph

[0058]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor whose axis is fixed between center and rim of a round wheel rotating at wheel summit spin pushing on pedal part to brake, braking is locked by lock devices of motor to its inner wheel after motor is turned off prior to locking, brake is to be released by driver's contact and spring force, of round wheel structure Duo-a" in [0058].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) round wheel braking structure Duo-a for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor

on braking,

(11) motor axis comprising fixing between center and rim of a round wheel,

(12) motor,

(13) a round wheel,

(14) a round wheel comprising where a ball bearing with pin being fixed firmly at the surface edge of round wheel,

(15) a ball bearing with pin,

(16) a round wheel comprising where a spring being fixed from pin to a moving ball of motor frame pulling the wheel at right position to unlock the brake as spring force,

(17) a spring,

(18) a moving ball with pin comprising for holding spring at movement,

(19) motor frame,

(20) a round wheel of motor comprising rotating at wheel summit spin pushing on pedal part to brake,

(21) pedal part or automatic braking pedal,

(22) motor comprising being fixed with support springs supporting braking movement,

(23) support springs,

(24) motor comprising being turned off by switch prior to locking,

(25) switch,

(26) lock device(s),

(27) lock device comprising for locking to maintain braking,

(28) braking comprising locked by lock device(s) of motor to its inner wheel,

(29) inner wheel comprising having four locking holes,

(30) lock devices comprising for locking at either first line or second line of two holes of inner wheel based on motor rotating at off speed,

(31) brake comprising released by driver's button/switch and spring force, and

(32) spring comprising for drawing at position.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 7 line 11-18, drawing FIG. 15-16 and reference paragraph [0059]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor: its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on moving in its frame with its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, switch turns motor off, braking is locked by lock device, to be released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B" on (FIG. 16) and [0059].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-29) as below:

- (1) Detectable automatic braking system:
- (2) screw & unscrew braking structure Duo-B for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,

- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor comprising being installed fixing with a toothed spindle,
- (12) a toothed spindle,
- (13) toothed spindle of motor comprising engaging through gear-nut of frame screwing out pressing on pedal part to brake,
- (14) gear-nut of frame of supporting springs,
- (15) supporting springs,
- (16) gear-nut frame comprising for motor with spindle moving on it,
- (17) pedal or automatic brake pedal comprising for braking use,
- (18) switch,
- (19) switch comprising for turning motor turned off prior to locking,
- (20) lock device comprising installed for locking to maintain braking,
- (21) braking comprising locked by lock device,
- (22) driver's button comprising for switching motor spin and/or drawing to unlock lock device,
- (23) driver's button,
- (24) spring,
- (25) brake comprising to be released by driver's button (J2d) and spring force,
- (26) spring force comprising spindle slots into spring before inserting to gear-nut, or
- (27) spring force comprising motor ending spring being linked to frame, or
- (28) double rotating motor being used comprising one spin to brake, the other spin to release, and
- (29) driver's contact (J2e) comprising for releasing double rotating motor or with a switch for turning motor off.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 7 line 19-27, drawing FIG. 17-18 and reference paragraph [0060]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching brake motor on, its axis with grooved end part engaging a tube outlet of frame rotated by a gear of motor, moving axis pressing on pedal part to brake, switch turns motor off prior to locking, braking is locked by lock device, to be released by driver's button and rewind spring or spring linking at end axis to the frame, of axis-gear structure Duo-C" on FIG. 18 and [0060].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-32) as below:

- (1) Detectable automatic braking system:
- (2) axis-gear braking structure Duo-C for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (10) automatic braking motor/unit,
- (11) axis with grooved end part through a frame tube outlet comprising for braking to press on

- pedal part,
- (12) axis with grooved end part,
- (13) a frame tube outlet,
- (14) pedal part or automatic braking pedal,
- (15) axis with grooved end part rotated by a gear of motor,
- (16) gear of motor,
- (17) motor,
- (18) motor comprising installed between supporting springs supporting on braking movement,
- (19) supporting springs,
- (20) switch,
- (21) switch comprising for turning motor turned off prior to locking,
- (22) lock device comprising installed for locking to maintain braking,
- (23) braking comprising locked by lock device,
- (24) driver's button,
- (25) driver's button comprising for switching motor spin and/or drawing to unlock lock device,
- (26) brake comprising to be released by driver's button (J2d) and spring force,
- (27) spring,
- (28) spring of force comprising motor rewind spring at back spin,
- (29) spring of force comprising spring linking at end axis to the frame,
- (30) spring of force comprising rewind spring of automatic brake pedal, or
- (31) double rotating motor in use comprising one spin to brake, the other spin to release, and
- (32) driver's contact (J2e) to release brake of double rotating motor at back spin with a switch for turning motor off.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 8 line 10-17, drawing FIG. 21-22 and reference paragraph [0062]:

detectable automatic braking system referring to claim 2, wherein once obstruction

being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame where an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel which centered to ball bearing, the wheel pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically reacting oscillator moving the frame for braking or releasing, where the frame composes of an extra outlet rod with hose, linking roller pin to connecting rod kit in air releasing spring unit linking a pin roller to center and rim part of a wheel which centered to ball bearing in the frame, the wheel presses to connect or draws to disconnect to/from a rubber cover wheel manufactured as a part of double pulley rotated by car engine for braking to replace a motor, braking is locked by lock device, to be released by driver's contact, of moving frame structure Duo-E on FIG. 22 and [0062].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-34) as below:

- (1) Detectable automatic braking system:
- (2) moving frame braking structure Duo-E for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,

- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and reacting oscillator/a reacting motor moving the frame on braking,
- (11) oscillator comprising the reacting motor/similarity,
- (12) a frame,
- (13) a frame comprising where an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel centered to ball bearing in the frame,
- (14) an extra outlet with fluid hose,
- (15) hose comprising for moving adaptation,
- (16) an extra rod outlet comprising with inner spring,
- (17) connecting rod kit in air releasing spring unit,
- (18) connecting rod kit in air releasing spring unit comprising head part linking roller pin to rod of extra outlet,
- (19) connecting rod kit in air releasing spring unit comprising end part linking roller pin to fix on flat part between center and rim of a round wheel,
- (20) round wheel comprising centered to ball bearing in the frame,
- (21) round wheel,
- (22) ball bearing,
- (23) a moving frame comprising moving forward or backward on braking or releasing,
- (24) round wheel on a moving frame comprising connecting to a rubber cover wheel manufactured as a part of double pulley to brake,
- (25) round wheel on a moving frame comprising disconnecting from a rubber cover wheel manufactured as a part of double pulley to release,
- (26) a rubber cover wheel manufactured as a part of double pulley of motor-vehicle engine,
- (27) a rubber cover wheel of double pulley comprising rotated by motor-vehicle engine,
- (28) lock device,
- (29) lock device comprising for locking to maintain braking,
- (30) braking comprising locked by lock device,
- (31) automatic/manual releasing brake comprising sensor(s)/radar(s) reacting oscillator/mini-motor to move the frame back to initial position during which sensor(s)/radar(s) just detecting

free,

(32) automatic releasing brake comprising sensor(s)/radar(s) switching the releasing motor for drawing by cable to unlock lock device during which sensor(s)/radar(s) just detecting free, and

(33) driver's button/contact comprising drawing manually to unlock lock device releasing brake, and

(34) sensor(s)/radar(s) just detecting free comprising after braking operation.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 8 line 18-24, drawing FIG. 23-24 and reference paragraph [0063]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching motor to drive a rectangular bracket between two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity, bar outer part pressing against pedal part to brake, braking is locked by lock device after motor is turned off by switch, released by driver's button and spring force, of bracket drive structure Duo-F" on FIG. 24 and [0063].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-31) as below:

(1) Detectable automatic braking system:

(2) bracket drive braking structure Duo-F for/of motor-vehicle/transportation on traveling way,

(3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),

- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) rectangular bracket,
- (13) motor axis comprising fixing with a rectangular bracket,
- (14) rectangular bracket comprising being placed between motor frame and moving bar,
- (15) both sides of rectangular bracket comprising two springs for linking both ends of motor frame and bar with a pin moving in its frame cavity,
- (16) springs comprising for springing back at position for releasing,
- (17) a frame,
- (18) a frame with cavity comprising for letting pin of bar moving,
- (19) bar with a pin comprising for holding in frame on movement,
- (20) motor comprising to drive a rectangular bracket pressing bar on pedal part to brake,
- (21) pedal or automatic brake pedal,
- (22) motor comprising support springs for fixing motor supporting on braking movement,
- (23) support springs,
- (24) switch,
- (25) switch comprising for turning motor turned off prior to locking,
- (26) lock device comprising for locking to maintain braking,
- (27) braking comprising locked by lock device,
- (28) driver's button comprising for drawing to unlock lock device and spring force,
- (29) driver's button (J2d),

- (30) spring of force comprising two springs, and/or
- (31) spring of force comprising motor rewind spring.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 8 line 25-27, page 9 line 1-3, drawing FIG. 25-26 and reference paragraph [0064]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G, and/or

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation to switch spring supporting motor on rotating its bar pressing on pedal part or automatic brake pedal to brake, inner wheel is locked by lock device inside motor during braking after motor is turned off by switch, brake is to be released by driver's button (J2d) and motor rewind spring, if a double rotating motor is used at back spin and released by contact (J2e) or with an off-switch, of direct spin structure Duo-G" on FIG. 26 and [0064].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-28) as below:

- (1) Detectable automatic braking system:
- (2) direct spin braking structure Duo-G for/of motor-vehicle/transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,

- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,
- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising having adjustable position,
- (13) motor comprising support springs for fixing motor supporting on braking movement,
- (14) support springs,
- (15) motor bar comprising rotating by motor pressing on pedal or automatic brake pedal to brake,
- (16) bar comprising for fixing with motor axis,
- (17) pedal or automatic brake pedal,
- (18) switch,
- (19) switch comprising for turning motor turned off prior to locking,
- (20) lock device,
- (21) inner wheel,
- (22) inner wheel inside motor comprising locked by lock device during braking,
- (23) driver's button comprising for switching motor spin and/or drawing to unlock lock device for releasing,
- (24) driver's button,
- (25) motor rewind spring comprising for rewinding motor at back spin,
- (26) brake comprising released by driver's button (J2d) and motor rewind spring, or
- (27) double rotating motor comprising one spin to brake, the other spin to release, and
- (28) double rotating motor at back spin comprising for releasing by contact (J2e) or with an off-switch.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 9 line 10-16, drawing FIG. 29-30 and reference paragraph [0066]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I., and

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of "once obstruction being detected on traveling way, sensor(s)/radar(s) or detectable device(s) is installed on/in motor-vehicle/transportation automatically switching motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking after motor is turned off by switch, to be released by driver's button (J2d) and rewind spring, of hexagonal wheel structure Duo-I" on FIG. 30 and [0066].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-33) as below:

- (1) Detectable automatic braking system:
- (2) hexagonal wheel braking structure Duo-I for/of motor-vehicle/ transportation on traveling way,
- (3) sensor(s)/radar(s) or detectable device(s) comprising any operative device(s),
- (4) sensor(s)/radar(s) comprising switched on "stand-by" by key contact,
- (5) key contact,
- (6) sensor(s)/radar(s) or detectable device(s) comprising for front detecting a distance,
- (7) sensor(s)/radar(s) or detectable device(s) comprising detecting free and motor-vehicle/ transportation traveling on the way,
- (8) sensor(s)/radar(s) or detectable device(s) comprising being connected electrically to braking unit,
- (9) automatic braking unit,

- (10) sensor(s)/radar(s)/detecting device(s) comprising detecting obstacle and switching motor on braking,
- (11) motor,
- (12) motor comprising having adjustable position,
- (13) motor comprising support springs for fixing motor supporting on braking movement,
- (14) support springs,
- (15) hexagonal wheel,
- (16) hexagonal wheel comprising fixing with motor axis,
- (17) hexagonal wheel having bracket arm,
- (18) motor having iron bracket,
- (19) hexagonal wheel comprising for blocking to iron bracket of motor prior to braking,
- (20) hexagonal wheel comprising rotated by motor pressing on pedal or automatic brake pedal to brake,
- (21) pedal or automatic brake pedal,
- (22) switch,
- (23) switch comprising for turning motor turned off prior to locking,
- (24) lock device,
- (25) lock device comprising for locking to maintain braking,
- (26) inner wheel,
- (27) inner wheel locked by lock device inside motor during braking,
- (28) brake comprising released by driver's button and rewind spring,
- (29) driver's button comprising for drawing to unlock lock device,
- (30) motor rewind spring comprising for rewinding motor at back spin,
- (31) driver's button (J2d), or
- (32) double rotating motor comprising one spin to brake, the other spin to release, and
- (33) double rotating motor at back spin comprising for releasing by contact (J2e) or with an off-switch.

Claim 2, Detectable automatic braking system:

Referring to the specification by page 13 line 1-6, and reference paragraph [0080]:

detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis/bases of “detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere” in [0080].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-66) as below:

- (1) detectable automatic braking system including:
- (2) automatic stop lamp system, detectable automatic (alarm) systems including:
- (3) detectable automatic braking system comprising automatic braking device/system reacted by detected/sensed result for/in transportation having feature for applying brake by itself automatically to halt its running on traveling way to stop traffic accident being conducted by the detected/sensed result/signal of transportation front and rear sensors/radars/operative devices which detecting/sensing a physical property/obstruction in detecting zone,
- (4) the original elements of the invention,

- (5) the original elements comprising the origin of the invention reserving its original right to receive any new technology/technique adaptable in use with the invention device(s) having the same/similar outcome under the scope of the protection of the invention,
- (6) the original elements comprising the original idea based on which the invention(s) being created,
- (7) the original elements comprising since the basis of “sensor/radar detecting automatic braking device” being invented, it covering any electrical, technical and mechanical methods of any structures being built for making up any operative device of the same invention based on the invented basis comprising a part/the whole of it under the scope of the protection of the invention,
- (8) the original elements comprising basis/bases of the invention being protected,
- (9) the original elements comprising covering any operative structures of the identical invention(s),
- (10) composition of the invention,
- (11) composition of the invention comprising any materials, parts, energy, similarity and necessity for constructing an operative device of the invention,
- (12) function of the invention,
- (13) function of the invention comprising operating the invention in any ways,
- (14) function of the invention comprising operating it separately,
- (15) function of the invention comprising operating it in combination,
- (16) function of the invention comprising operating by any energy,
- (17) function of the invention comprising operating the invention electrically, technically and mechanically in its logical order of any ways,
- (18) structures of the invention,
- (19) structure comprising any structure to construct the operative invention device(s) based on its invented basis/bases,
- (20) structure comprising constructing any operative device beyond/among those created structures having the same/similar outcome of the invention,
- (21) process of making of the invention,
- (22) process of making comprising any methods and process of making for constructing any

- operative device(s) of invented basis/bases,
- (23) contents of the invention document,
- (24) contents comprising the written and disclosed contents being in the role of features based on which the invention device(s) being constructed,
- (25) illustrations of the invention,
- (26) illustrations of the invention comprising materializing the illustrations into practice,
- (27) installation of the invention,
- (28) installation of the invention comprising any electrical, technical & mechanical methods being installed for making up any operative device,
- (29) any other structures,
- (30) any other structures comprising any other different structures for making up any operative device(s) based on the invented basis of the invention comprising a part/the whole,
- (31) any other structures comprising the invention(s) being protected based on the invented basis by patent law as any specialist in the field being able to make up the same/similar invention by changing or modifying its original structure(s) into any other different structures,
- (32) any other structures comprising the invention structures being written as example types so the disclosed basis/bases covering any operative structures of making up the same/similar invention device(s) comprising a part/the whole,
- (33) any other structures comprising copying the invention device(s) in any other structures of making comprising a part/the whole,
- (34) modifications of the invention,
- (35) modification comprising any modification comprising a part/the whole of the invention device(s),
- (36) modification comprising any modification comprising addition/reduction of part/unit of the invention for making up operative device(s) based on the invented basis comprising a part/the whole,
- (37) the original fundamentals of the invention,
- (38) the original fundamentals comprising any operative methods in electrical, technical & mechanical fields being constructed for making up any operative devices based on the

- invented fundamentals of the invention comprising a part/the whole,
- (39) the original fundamentals of the invention comprising the disclosed invention being written and claimed describing in any other wordings, languages and forms based on the invented fundamentals,
- (40) the invention,
- (41) the invention comprising the invention being carried out in any ways,
- (42) the invention comprising putting the invented basis/bases into practice in a safe manner,
- (43) the invention comprising being protected based on the invented basis,
- (44) inventing comprising the invention(s) being protected based on the invented basis/bases by patent law as any specialist in the field being able to make up the same/similar invention by changing or modifying its original structure(s),
- (45) the invention comprising the invention being created based on the particular using of certain item(s),
- (46) the invention comprising carrying out/operating the invention device by driver/pilot/ anyone in transportation on traveling way,
- (47) replacement of parts,
- (48) replacement of parts comprising being assembled to make up the same systems or to perform similar devices referring to their original fundamentals of the invention(s) operating to the same/similar effect,
- (49) combining the invention with any other devices or systems,
- (50) any other device(s)/system(s) comprising microprocessor, programmer, computer-PC, laptop, satellite operating network, technology, technique, anything,
- (51) combining the invention(s) comprising with microprocessor,
- (52) combining the invention(s) comprising with programmer,
- (53) combining the invention(s) comprising with computer-PC,
- (54) combining the invention(s) comprising with laptop,
- (55) combining the invention(s) comprising with satellite operating network,
- (56) combining the invention(s) comprising with any new technology in use,
- (57) combining the invention(s) comprising with any new technique in use,
- (58) combining the invention(s) comprising with anything.

- (59) using other names,
- (60) the scope of the protection of the invention,
- (61) the scope of the protection of the invention comprising under patent protection,
- (62) the scope of the protection of the invention comprising any operation affecting the interest of the invention,
- (63) the invention be used,
- (64) the invention be used comprising the specific and extra uses of the invention(s),
- (65) the invention be used everywhere, and
- (66) the invention be used everywhere comprising using the invention everywhere as desirable.

Claim 3

Referring to the specification by page 12 line 23-28, drawing FIG. 43 and reference paragraph [0079]:

What I claim as my invention is: Automatic stop lamp system for traffic light including: extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red and its beam having capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars, and

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

Basis of “automatic stop lamp system for traffic light including: extra lamp(s) is equipped for traffic light or similarity adding onto traffic sign (green red light) in a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing on red and its beam having capacity to react the operation of their detectable automatic braking system on sensor(s)/radar(s) of front motor-vehicles” on (FIG. 43) and [0079].

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-7) as below:

(1) automatic stop lamp system for traffic light:

- (2) lamp(s)/bulb(s),
- (3) extra lamp(s) comprising equipped for traffic light or similarity,
- (4) traffic light or similar one,
- (5) extra lamp(s) comprising equipped adding onto traffic sign (green red light),
- (6) extra lamp(s)/bulb(s) comprising in a position to focus its beam at lighting zone limit on red to stop motor-vehicles advancing on red, and
- (7) beam of extra lamp(s)/bulb(s) comprising having capacity to react the operation of detectable automatic braking system on sensor(s)/radar(s) of front motor-vehicles.

Claim 3, automatic stop lamp system, detectable automatic alarm system:

Referring to the specification by page 11 line 26, page 12 line 1-2 in reference paragraph [0077] and by page 12 line 3-6, line 7-10, in reference paragraph [0077]:

detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships..., including:

extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on, and

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.

Under 35 U.S.C. 112, sixth paragraph: every means plus function:

(comprising referring to the disclosed basis, specification, claim and drawing)

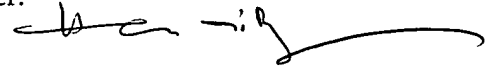
Basis of “Detectable automatic alarm system using for all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships and others in [0077], including (1-2) as: (1) extra sensors/radars or detectable devices are equipped on right & left mirror sides of motor-vehicle for as back detecting during turning connecting sonorous (signal) alarm or voice device to sound driver (on indicator) if rear motor-vehicle is detected by radar at a distance while signal turning lamp is on., (2) small sensors/radars or

detectable devices are equipped at both sides of a motor-vehicle connecting device to sound sonorous alarm or recorded message to driver and indicator showing color signal lamp: right or left side is detected once running motor-vehicles extremely approach each other”.

Under 35 U.S.C. 112, sixth paragraph: elements and functional steps (1-19) as below:

- (1) detectable automatic alarm system:
- (2) detectable automatic alarm system comprising for equipping in all kinds of engine and motor vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships and others,
- (3) sensors/radars or detectable devices,
- (4) sensors/radars or detectable devices comprising equipping on right & left mirror sides of motor vehicle for as back detecting during turning,
- (5) sensors/radars or detectable devices comprising for as back detecting during turning,
- (6) sensors/radars or detectable devices comprising being connected electrically with sonorous (signal) alarm or voice device,
- (7) sonorous (signal) alarm,
- (8) voice/recorded message device,
- (9) sonorous (signal) alarm or voice device comprising its lamps shown on indicator,
- (10) sonorous (signal) alarm or voice device comprising for sounding/speaking to driver,
- (11) signal lamp/switch comprising connecting sensors/radars on during turning,
- (12) sensors/radars or detectable devices comprising detecting a distance,
- (13) sensors/radars or detectable devices comprising detecting an obstacle and connecting sonorous (signal) alarm or voice device sounding driver,
- (14) sensors/radars or operative devices,
- (15) sensors/radars or detectable devices comprising being equipped for detecting at both sides of a motor-vehicle,
- (16) sensors/radars or detectable devices comprising detecting any approaching cars and connecting sonorous (signal) alarm or recorded message device sounding/speaking to driver,
- (17) indicator showing color signal lamp,
- (18) color signal lamp, and

(19) color signal lamps shown on indicator comprising right or left side sensors/radars on detection once running cars extremely approaching each other.

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke at the end.

(J) Claims appendix page(s): 10 pages.

CLAIMS

Claims 4-13 (withdrawn) were not entered in this application after final rejection and are not under appeal.

Claim 1

Referring to the specification by page 2 line 3-5, page 12 line 11-16, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 8 line 1-9, drawing FIG. 19-20 and reference paragraph [0061]:

What I claim as my invention is: Detectable automatic braking system: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, connecting rod axis being fixed between center and rim of a round wheel, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and to be released by driver's button using revert spring force at back spin, of extra outlet structure Duo-D, and detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships..., including:

Referring to the specification by page 5 line 6-13, drawing FIG. 31 and reference paragraph [0052]:

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, radar(s) sending information to switch braking unit on to brake the car automatically to stop its running once obstruction being detected,

Referring to the specification by page 11 line 16-19 and reference paragraph [0075]:

and a (third) radar/sensor equipping in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among other radars once obstruction detected by this radar, driver lowering car speed to avert automatic braking, of automatic voice sound.

Claim 2

Referring to the specification by page 2 line 3-5, page 12 line 11-22, drawing FIG. 31-32 and reference paragraph [0007], [0078], and the specification by page 9 line 4-9, drawing FIG. 27-28 and reference paragraph [0065]:

What I claim as my invention is: Detectable automatic braking system equipping in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships..., sensor(s)/radar(s) or detectable devices using to detect and to respond by detected result to braking unit to perform automatic braking action, including: once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, to

be released by driver's button and rewind spring, of oval wheel structure Duo-H,

Referring to the specification by page 10 line 1-4 and reference paragraph [0069]:

comprising once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting both functioning of motor braking and pressing button standby of mini-motor which rotating to draw lock device resulting from earlier pressing action releasing the brake automatically just after radar(s) detecting free, of automatic releasing process,

Referring to the specification by page 9 line 20-26, drawing FIG. 9, 20, 38 and reference paragraph [0068]:

comprising brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force in which switch turning brake motor off prior to braking and locking, lock: pushing a bracket over edge point of a bar/rod under spring force be blockaded in device and releasing by cable drawing opposite side of rod, of lock device,

Referring to the specification by page 11 line 6-11, drawing FIG. 42 and reference paragraph [0074]:

comprising automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of

second sensor/radar after raining over, of automatic water switch,

Referring to the specification by page 11 line 20-25 and reference paragraph [0076]:

comprising once obstruction being detected, the third sensor/radar automatically reacting both motor braking and mini-motor drawing to unlock lock device to brake and to release while radar(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar in which a revert timer being installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system,

Referring to the specification by page 11 line 1-5, drawing FIG. 32, 34 and reference paragraph [0073]:

comprising color signal sonorous lamp or recorded message being “on” showing to driver while entire braking system being “off”, driver being able to switch off the entire system by a driver’s contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which installing a thermostat to disconnect color signal sonorous lamp in winter snow, of automatic safety system,

Referring to the specification by page 10 line 9-27, drawing FIG. 35-40 and reference paragraph [0071], [0072]:

comprising braking by pressing or pulling function, new pedals, rubber boot, safety covers, braking positions against extra brake outlets, automatic braking pedals for proper

automatic braking use without causing movement of vehicle pedal, using their main parts or movement of any other equipments, instruments having braking effect: using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils..., braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices: radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras..., having heating effect against snow, accessories,

Referring to the specification by page 5 line 22-26, page 6 line 1-4 drawing FIG. 1-2, 32 and reference paragraph [0054]:

comprising equipping with one(s) of the following among braking units comprising:
 detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force, of triangle wheel structure,

Referring to the specification by page 6 line 5-11, drawing FIG. 3-5 and reference paragraph [0055]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor

rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force, of triangle wheel structure Duo,

Referring to the specification by page 6 line 12-19, drawing FIG. 6-10 and reference paragraph [0056]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of triangle wheel structure-Du,

Referring to the specification by page 6 line 20-27, page 7 line 1, drawing FIG. 11-12 and reference paragraph [0057]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor, of round wheel structure Duo-A,

Referring to the specification by page 7 line 2-10, drawing FIG. 13-14 and reference paragraph

[0058]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force, of round wheel structure Duo-a,

Referring to the specification by page 7 line 11-18, drawing FIG. 15-16 and reference paragraph [0059]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor: its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame, of screw & unscrew structure Duo-B,

Referring to the specification by page 7 line 19-27, drawing FIG. 17-18 and reference paragraph [0060]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring, of axis-gear structure Duo-C,

Referring to the specification by page 8 line 10-17, drawing FIG. 21-22 and reference paragraph [0062]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting oscillator moving the frame where an extra outlet with hose, connecting rod kit in air releasing spring unit rotating a wheel which centered to ball bearing, the wheel pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact, of moving frame structure Duo-E,

Referring to the specification by page 8 line 18-24, drawing FIG. 23-24 and reference paragraph [0063]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force, of bracket drive structure Duo-F,

Referring to the specification by page 8 line 25-27, page 9 line 1-3, drawing FIG. 25-26 and reference paragraph [0064]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of direct spin structure Duo-G,

and/or

Referring to the specification by page 9 line 10-16, drawing FIG. 29-30 and reference paragraph [0066]:

detectable automatic braking system referring to claim 2, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacting motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring, of hexagonal wheel structure Duo-I., and

Referring to the specification by page 13 line 1-6, and reference paragraph [0080]:

detectable automatic braking system referring to claim 1 & 2 and automatic stop lamp system, detectable automatic (alarm) systems in claim 3 wherein including the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention in these documents, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Claim 3

Referring to the specification by page 12 line 23-28, drawing FIG. 43 and reference paragraph [0079]:

What I claim as my invention is: Automatic stop lamp system for traffic light including: extra lamp(s) equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red and its beam having capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars, and

Referring to the specification by page 11 line 26, page 12 line 1-2 in reference paragraph [0077] and by page 12 line 3-6, line 7-10 , in reference paragraph [0077]:

detectable automatic alarm system using for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships.., including:

extra sensors/radars or detectable devices equipping on right & left mirrors of cars for back detecting during turning, sonorous (signal) alarm or voice sounding to driver (on indicator) if rear car being detected by radar at a distance while signal lamp being on, and

small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.

(K) Evidence appendix page(s): "none".

(L) Related proceedings appendix page(s): "none".